

NEW ZEALAND LOCOMOTIVE ENGINEERS' JOURNAL

AUGUST 1973

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1908 E.F.C.A. 1973

65TH JUBILEE AND REUNION FOR MEMBERS AND FORMER MEMBERS DUNEDIN, OCTOBER 27 AND 28, 1973

The list of events include a dinner for members and former members commencing at 1 p.m. on Saturday, October 27.

A scenic tour followed by afternoon tea for ladies will coincide with the dinner.

A dine and dance evening will be held at 7.30 p.m.

Other functions have been arranged for Sunday, October 28.

In order to enable the organisers to cope with catering and accommodation, those wishing to attend should supply the details requested in the attached form and return the form to the organising secretary before August 31, 1973.

Admission tickets covering all functions will cost \$7.50 single and \$10 double and the amount must be forwarded with the application.

Early applications for tickets are advised due to limited accommodation at functions.

R. C. REID,
Hon. Secretary,
118 Quarry Road,
Mosgiel.

I wish to apply for () single/double tickets (cross out whichever is not applicable).

Do you require accommodation in Dunedin: YES/NO

If accommodation is required please state number in party
....., dates accommodation is required

Please tick preferences:

Private hotel Licensed hotel Motel

Please include \$10 deposit if accommodation is required in order to secure bookings.

Will you be attending the dinner?

Will you be attending the dine and dance?

Name:

Address:

(block letters please)

HEAD OFFICE:

21 Selwyn Terrace.

Telephone 45-533.

Telegraph Code: "Efca", Wellington.

GENERAL SECRETARY:

E. W. File,

21 Selwyn Terrace,

Wellington 1.

Telephone 45-533.

PRESIDENT:

Mr. A. J. Winter,

525 Herbert Street,

Invercargill.

Telephone 79-239.

BRANCH SECRETARIES

Auckland: R. A. McKibbin, 47 Torino Street, Panmure.

Christchurch: R. T. C. Cheyne, 85 Marshlands Road.

Dunedin: G. A. Campbell, 20 Birchfield Avenue, Normanby.

Frankton: M. J. Smeaton, 159 Bankwood Road, Hamilton.

Gisborne: R. W. Abel, 14 Anzac Street.

Greymouth: F. A. A. Lucas, 146 Shakespeare Street.

Invercargill: G. A. Mitchell, 82 Centre Street.

Kaikoura: D. R. Burgess, 22 Beach Road.

Kawerau: E. G. M. Cowen, 19 Forsaith Street.

Napier: G. A. Johnston, 38 McDonald Street.

New Plymouth: A. L. Fox, 22 Oriental Street.

Oamaru: S. R. Sawers, 25 Arrow Street.

Packakariki: K. D. Shaw, 36 Ames Street.

Palmerston North: M. M. Hunter, Petersens Road, Aokautere, R.D. 1.

Picton: D. G. Herd, 69 Hampden Street.

Springfield: A. K. Meaclem, C/- Locomotive Department, N.Z.R.

Stratford: E. R. Green, 49 Titania Street.

Taihape: L. J. Moses, 15 Mataroa Road.

Taumarunui: J. W. Kerr, 25 Sunshine Street.

Tauranga: D. C. Hamilton, 11 Park Road, Kati Kati.

Timaru: C. H. Mills, 23 Devon Street.

Wanganui: B. G. Shore, 41 Devon Road.

Wellington: C. N. Christensen, 43 Sladden Street, Naenae.

Westport: D. G. Hill, Main Road, Granity.

Whangarei: W. W. Pickering, 22 Brewery Bridge Road.

Woodville: D. P. Thorn, 4 Ross Street.

ARGUMENTUM AD JUDICIUM

NEW ZEALAND LOCOMOTIVE ENGINEERS' JOURNAL

REGISTERED AT THE G.P.O. WELLINGTON FOR TRANSMISSION BY POST AS A MAGAZINE

WELLINGTON, AUGUST, 1973

VOLUME 38, No. 4

CHANGING APPROACHES TO ILL HEALTH

Many years ago, the Railways Department agreed to implement a sick benefit scheme for General Division employees.

The scheme was introduced on the basis of members making contributions from wages with the Department subsidising the contributions and supplying the administrative machinery necessary to allow it to function.

This was hailed as a major step forward in working conditions and as a much needed form of assistance for men who were forced to lose earnings because of ill-health.

The introduction of sick leave some fifteen years ago marked the end of the old sick benefit scheme and was a logical extension of the original form of payment of absences occasioned by ill-health.

The notion that employers should actually pay workers when they were unable to work because of medical incapacity was a startling one back in the late 1920's when the original sick benefit programme was launched and grave doubts were expressed regarding workers' reactions to the proposals.

When the sick leave proposals were eventually put into effect, thirty years later, similar misgivings were uttered and considerable scrutiny was exercised on every occasion when it appeared even remotely possible that an employee was not genuinely ill but was claiming sick leave.

Patterns of human behaviour are such that it does appear to be necessary to have a measure of control over grants of sick leave and in most

instances there are understandable reasons for insistence on production of medical certificates in cases when absences extend over a period in excess of two days.

Rigid compliance with instructions is often open to question however, and occasions arise when employees have difficulty in arranging for medical practitioners to make house calls to attend to sufferers from heavy colds or influenza attacks.

The alternatives are for people to make arrangements with doctors, if this is possible or to visit general practitioners when they should be at home in bed, in order to obtain the magical pieces of paper, signed by physicians indicating that the employees were unwell at the precise time that their symptoms were observed by the physicians.

Many members of the staff consider that consistent applications of rules and instructions under such circumstances indicate a less than entirely sensible approach to the subject of determining that an illness was in fact genuine.

Despite defects such as this, the overall conception of sick leave entitlement which enables employees to be assured of payment during periods of illness, is of inestimable value to members and represents a measure of forward thinking by management when the system was introduced.

Members of this Association who developed defects which prohibited their continuation on foot-plate duties—enginedriving duties in particular—were less fortunate and in some instances these

THE OFFICIAL ORGAN OF THE NEW ZEALAND LOCOMOTIVE ENGINEERS, FIREMEN AND CLEANERS ASSN

NOTICE TO CORRESPONDENTS.—Correspondents must write in ink, and on one side of the paper only.

Correspondence and contributions must be addressed to the General Secretary, 21 Selwyn Terrace, Wellington 1.

Branch correspondents must sign their names to all branch news.

All matters from correspondents shall be in the hands of the Editor not later than 18th of the month prior to date of publication.

The "Journal" is published in February, April, June, August, October and December.

employees were subjected to reductions in income because of circumstances beyond their control.

The fact that two standards were applied did not make the situation any easier to accept when a member who suffered from eyesight or hearing defects could be re-employed and retain his hourly wage rate by way of an allowance which ensured this, while another member who suffered from a heart complaint was usually enabled to be re-employed but was often in receipt of an allowance which was equal to only half of the difference between his classified rate for the other position which was offered to him.

This has been the source of many problems for the Association and has created some discontentment among members who fell into that category.

The knowledge that agreement has been now reached on the subject of re-training and re-employment within the Department for any members who suffer from ailments which disqualify them for footplate work and that pay rates will be protected following their disabilities, has been greeted with enthusiasm by members who were looking with some disfavour at the prospect of compulsory medical examinations and were wondering what the future held in store for them.

The chances of being re-trained for useful

alternative occupations within the Department in which they have already worked for a number of years is of vastly greater potential benefit to members who may become medically incapacitated, than the compensation which is offered under the superannuation-compensation scheme.

The Association did not attempt to establish a scheme which would encourage members who became incapacitated for footplate duties to leave the railway service.

We believe that such members would be decidedly ill-advised to do so, but should instead accept the compensation offer and approach the subject of re-training for alternative employment with a degree of confidence in the knowledge that they are still employed in an industry in which they have worked for a number of years and in which the organisation to which they belong has reached agreement with management on the subject of adequate payment for them, even if they cannot carry out their former occupations.

A fresh approach to the overall subject of accepting a measure of responsibility for medically incapacitated enginedrivers is indeed welcomed, and we sincerely trust that the enlightened attitude which has been displayed until now will continue to mark the manner in which rehabilitation and re-training will be carried out.

MILEAGE BONUS PAYMENTS

The concept of paying locomotive crew members under a bonus system when a certain number of miles have been worked is a well-established aspect of working conditions within locomotive running branches throughout the world.

When agreement was reached in 1926 on a formula for establishing a mileage bonus scheme in New Zealand the operative figure was assessed at 132 miles constituting one day's work of seven-and-one-third hours and any mileage run in excess of 132 miles per shift was paid at 18 miles per hour.

Preparing and putting away allowances were not paid in addition to the mileage bonuses and all time occupied in standing at sub-terminal or foreign stations was, likewise, included in the total payment for a shift.

When examining the examples which were quoted in order to allow the system to be properly understood, a locomotive man in today's context, would be amazed that anyone bothered about it at all.

The examples showed that given favourable conditions an enginedriver who worked for a shift of nine hours and ran trains for a total of one hundred and ninety miles would earn a gross payment equivalent to \$3.20 for a day's work against the equivalent of \$2.80 if a mileage bonus did not apply.

The examples listed a enginedriver's wage rate as 2s. 9d. per hour, so that the mileage payment would have been worth approximately one and a quarter hours in actual time payment and although the amounts appear insignificant by modern standards, the incentive of approximately one and a quarter hours of payment added to shift time was treated as important by the members who qualified for the payment.

Mileage bonuses were of considerable interest to crews who were required to run long distances and were booking-off duty at foreign stations and many former members of the

Association recalled that during that period of railway development, conditions of work and payments were considered to be the best that had ever been attained.

The system remained unchanged for thirty years although working methods had altered substantially during that time and mileage payments ceased to be a matter of significance in most areas.

An adjustment to the formula embodying an increase in the conversion figure to 20 miles per hour and deducting preparing and putting away times injected new interest in the system from 1957 onwards. The new formula did little to reward many crew members other than drivers of railcars and some express passenger trains, the timetables of which allowed for an average journey speed in excess of 20 miles per hour and when sub-terminal standing times were kept to a minimum.

In 1967, some 40 years after the original development of a mileage bonus scheme, a further change was negotiated in the system and this, in fact, recreated the concept of a form of production bonus which enabled locomotive staff who were running heavier goods trains at higher speeds to qualify for additional payments on individual journeys if they were enabled to maintain speeds in excess of 19 miles per hour for journeys of more than 50 miles.

This system proved to be of considerable benefit in some areas and it is a matter of record that the scheme did in fact enable additional payments of more than \$80,000 to be earned annually by those who were able to participate.

The system contained serious flaws however, the worst of these being that in some areas of New Zealand, maximum scheduled loads are continually being hauled at average speeds of less than 19 miles per hour, while a congested main trunk system makes it virtually impossible for crews to be assured

of sustained runs for long enough periods to be able to approach the standard performance necessary to enable a bonus payment to be earned.

This combination of circumstances led to an unequal distribution of bonus payments and it was obvious that crews who worked in districts where grades were favourable and standing or shunting times were minimal were the only ones who could expect to benefit substantially from the payments.

It was also obvious that a system of this nature would lead to demands from branches to the effect that a better form of mileage bonus payments should be negotiated in order that a greater number of members could participate.

The system which has recently been negotiated between management and the association appears to represent the logical answer to the problems associated with bonus payments. Mileage payments have always been regarded as a form of incentive and production bonus and under the new system, the emphasis has been removed from long, fast runs for sustained periods of time being the main criterion for payment, to the principle that if members are running trains up to the maximum or near-maximum capacity of their loco-

motives, a payment will be assured, irrespective of shunting time or of other delays over which they have no control.

As far as can be ascertained, the new system is unique and it certainly does eliminate most of the problems which appear as soon as other systems are examined against the peculiar topographical conditions applying in New Zealand's railway industry.

The inference that a bonus will be paid on any train service provided that a basic running time is maintained combines the twin principles of long mileage runs realising compensation for crews and productivity payments when goods trains are being hauled on an economically advantageous basis.

The new system has taken a long time to evolve and negotiations on the subject have been tedious and time consuming.

Now that the end of negotiations is in sight and a completely new scheme is being developed, members can expect to obtain a reasonable payment on every occasion that a main line trip is run in excess of an hour's basic time and the results should justify the efforts.

Conditions Associated with Compulsory Medical Examinations

This article contains full details of the conditions applicable to members who may fail in the medical examination and details of the fund to be established to provide compensation if members do not meet the health standards.

The medical examination will be compulsory for appointed enginedrivers, acting enginedrivers and locomotive assistants who are qualified as enginedrivers and who could be called upon to act in that capacity.

An initial examination is required on promotion to enginedriver or if a member is required to act in that capacity. Subsequent examinations are required every ten years from the first examination or at the age of 45 whichever is sooner. After age 45 an examination is required every 5 years until 60 after which an annual examination is required.

The examination is conducted by the Railways Medical Officers in each of the following centres: Whangarei, Auckland, Hamilton, Rotorua, Tauranga, Taumarunui, Wellington, Palmerston North, Wanganui, New Plymouth, Napier, Gisborne, Christchurch, Blenheim, Timaru, Greymouth, Dunedin, Oamaru and Invercargill. Those members stationed in depots outside these centres will be examined at the most suitable centre having regard to rosters and travel arrangements.

Members will be paid for time taken to undergo the examinations and the Department will meet all medical costs including any specialist fees where members are found unfit by Railway medical officers.

The following are the general guidelines for the examinations as set out by the Chief Railway Medical Officer—

1. A history of epilepsy or syncopal attacks.
2. A history of vertigo attacks.
3. *Diabetes.*
 - (a) Diabetes controlled by diet alone have not restriction regarding locomotive driving.
 - (b) Diabetes controlled by oral tablets of the Diaguandine group (Metformin and Phenoformin) are permitted to continue locomotive driving.
 - (c) Diabetics on insulin or oral tablets of the Sulphonylurea drugs (Tolbutamide) are excluded from locomotive driving.
4. *Cardiac conditions.*
 - (a) History of angina, coronary disease, congestive heart failure.

- (b) Examinations showing severe valvular disease, significant irregularities of rhythm or signs of congestive failure.

- (c) Requiring the taking of regular cardiac or cardiovascular drugs.

- (d) A history of coronary occlusion, if compensated and there is no hypertension or symptoms and no heart enlargement, the locomotive driver may be passed for enginedriving duties provided there is always a locomotive assistant in the cab.

5. *Blood pressure.*

- (a) In excess of 160/100 requires further investigation. A sustained diastolic pressure of over 100 will exclude members from locomotive driving and a sustained systolic pressure of 180 will likewise exclude.

- (b) If taking hypotensive drugs regularly.

6. A history of serious mental disorder or chronic nervous tension involving hospital treatment.

7. Any member habitually taking drugs sufficient to cause drowsiness, including barbiturates, opiates, antihistamines and tranquillisers.

8. A history of cerebro-vascular accident.

9. Chronic alcoholics or drug dependents.

10. Obesity will give cause for consideration and advice.

11. Vision and hearing as for present examinations.

The examination will also include an electrocardiograph examination and if the electrocardiogram is reported as showing any variations from normal or if the examinations disclose any doubtful findings the details will be forwarded to the Chief Railway Medical Officer for study by a specialist with special experience in electrocardiograms and Transport and Aviation examinations. Following this, the Chief Railway Medical Officer will recommend acceptance or rejection of the member. If a member is rejected arrangements will be made for him to re-visit the local Railway Medical Officer who will give him reasons for his failure in the examination.

If he wishes, he can request an opinion from a consultant physician (specialist) of his choice and in the event of the specialist disagreeing with the Railway Medical Officer's opinion all the facts will be sent to the Chief Railway Medical Officer who will arrange for a further opinion from a well-recognised specialist before a final decision is made.

Conditions applicable to members who fail in the examinations

In the event of a member failing in the examination but being enabled to receive treatment, diet, etc., which will bring about a recovery in his condition, arrangements will be made for re-examination after treatment.

If a member fails in the examination and is rejected for footplate duties he will be compensated provided he has joined the superannuation compensation fund. The compensation is payable as follows:

<i>Number of years of Service</i>	<i>Benefit payable</i>
under 12	\$2,000
12 to 13	4,000
13 to 14	6,000
14 to 15	8,000
15 to 31	10,000
31 to 32	9,000
32 to 33	8,000
33 to 34	7,000
34 to 35	6,000
over 35	5,000

The benefit will be reduced by one half in the event of the member being offered alternative employment by the Department.

The Department has agreed to undertake a complete re-training programme to ensure that members who are affected will be able to undertake useful alternative work and members who are required to accept alternative work because of illness will receive an allowance which will bring their wage rates up to the level of classification which they held while on footplate duties.

This allowance will be similar to the provisions of Staff Regulation No. 142, which at present, provides that members who are unable to continue footplate duties because of defective vision or hearing and are transferred to positions for which lower rates of wages are prescribed may be paid allowances sufficient to bring their remuneration up to their former classified wages rates.

Superannuation compensation scheme

This fund will be administered by a Board of Trustees comprising representatives from a firm of solicitors, an accountant from our auditors, a representative from the Department and

three members of the Association. The benefits payable from the scheme are:

On death: \$10,000. On loss of certificate (as shown in the table under the heading of "Conditions applicable to members who fail in the examinations".)

On Retirement

A refund of all a member's contributions without interest but increased by such percentage as the trustees may determine on the advice of the actuaries.

The scheme will be under continual actuarial scrutiny and it is envisaged that the increases in retirement benefits would reflect the experience of the scheme in regard to benefits paid. At this stage it is not possible to set a figure on the amount of retirement benefits, but it is possible to plan for a refund of contributions plus a pro rata share of any profits available at the time of the member's retirement.

On resignation or dismissal

Refund of contributions without interest.

On promotion

Members promoted in the normal course of events could elect to withdraw contributions without interest or to remain in the fund in order to participate in retirement benefits. Under normal circumstances supervisory officers would not be subject to medical examinations and therefore could not receive the Departmental subsidy.

On redundancy

The benefits payable under this scale have been incorporated only to cover the loss of certificate aspect and under this scheme are not to be regarded as a compensatory payment by their employer.

Less than 20 years of service	—	Refund of contributions
20 to 25 years of service	—	\$2,000
25 to 30 years of service	—	3,000
30 to 35 years of service	—	5,000

Summary

By becoming a member of the superannuation-compensation fund a member will have coverage of all the above benefits at very little cost to himself as his contributions are refundable on retirement, resignation or dismissal in addition to which his wage rate is protected and his re-training and re-employment is assured.

MINISTER REVEALS NEW APPROACH TO LEVEL CROSSINGS

Safer level crossings can be expected in future and more use will be made of barrier arms, according to a statement recently by the Minister of Railways, Mr. McGuigan.

"New policies on the standard of protection at level crossings have been adopted by New Zealand Railways," the Minister said.

"These include a new formula for working out what protective devices are needed at level crossings throughout the country and in what order any upgrading needed will be done.

"The new formula is more detailed than previously. In addition to figures on the number of trains and road vehicles using individual crossings, it takes into account accident potential, hazards and actual accident history.

"It is also part of the new policy that half-arm barriers will be standard equipment at single-line crossings in "accident priority" groups, as worked out by the new formula, and at certain other single-line crossings. Half-arm barriers would continue to be installed, as now, on multiple-track crossings," Mr. McGuigan said.

"A national survey of level crossings will be made to bring all priorities into line with the new thinking. To enable work to start on crossings with a known accident history, an interim priority list is being prepared and should be completed by July."

Referring to Railways' policy of encouraging the elimination of level crossings where practicable, the Minister said the

normal NZR contribution for such work would continue to be offered to the road controlling authorities responsible. This sum is based on monetary benefits the department receives.

In addition, a further \$3,000 per track would now be offered, which would acknowledge the intangible benefits to the Railways of eliminating the crossing.

"I am satisfied that the new policies will be a significant factor in reducing the number of level crossing accidents and the contribution such accidents make to the national road toll," Mr. McGuigan concluded.

ASSOCIATION MONOGRAMS

As a result of a decision taken during the 1972 Grand Council Conference, a supply of pocket monograms is now available for sale to members.

The monograms depict the Association's lapel badge in red and yellow on a black background and they are one inch larger in diameter than that shown on the back of the Journal cover.

The monograms will be on sale during the Jubilee at Dunedin, but if any member desires to purchase one before then an application may be made to the Association's head office. They are priced at \$1.70 each and the amount should be forwarded with the order.

Resigning and Retiring Leave

Resigning leave may be granted on a five day week basis as follows: Ten years and under twenty years of service—20 days; Twenty years of service and over—30 days minimum, 58 days maximum.

As a matter of policy, resigning leave is NOT granted to employees with less than twenty years' service when they leave to take up other employment. Each case is, however, to be referred to the General Manager for decision.

Retiring Leave

The maximum period of retiring leave is approximately six months (131 days on a five day week basis) and is granted to a retiring member who completes not less than 40 years "active service" with the Department before his retiring leave commences.

The number of days (on a five-day week basis) of retiring leave to be granted to employees is as follows:—

Class of Employee

- (a) Members whose services are dispensed with through no fault of such member.
 - Under 5 years service, 20 days.
 - 5 years and under 10 years service, 40 days.
 - 10 years and over, 60 days.
- (b) Members retiring who, on retirement—
 - (i) Will become entitled to receive a retiring allowance from the Government Superannuation Fund; or
 - (ii) Would be entitled to receive a retiring allowance had he been a contributor to the Government Superannuation Fund; or
 - (iii) Would be entitled to receive a retiring allowance had he not elected to receive a refund of his contributions to the Government Superannuation Fund.

Twenty years and over shown in the table below.

Retiring Leave			Retiring Leave		
Service	Years	Months	Service	Years	Months
		Days			Days
	20	0		32	9
	25	3		32	11
	25	5		32	2
	25	8		33	5
	25	11		33	8
	26	2		33	10
	26	4		34	1
	26	7		34	4
	26	10		34	7
	27	1		34	9
	27	3		35	0
	27	6		35	3
	27	9		35	5
	27	11		35	8
	28	2		35	11
	28	5		36	2
	28	8		36	4
	28	10		36	7
	29	1		36	10
	29	4		37	1
	29	7		37	3
	29	9		37	6
	30	0		37	9
	30	3		37	11
	30	5		38	2
	30	8		38	5
	30	11		38	8
	31	2		38	10
	31	4		39	1
	31	7		39	4
	31	10		39	7
	32	1		39	9
	32	3		40 and over	
	32	6			131

Statutory and observed holidays falling on any week day (Monday to Friday) during the period of retiring leave are to be counted as days of retiring leave.

The right to elect to take a lump sum in lieu of the full value of retiring leave which would otherwise be granted may be exercised by employees (whether they are members of the Superannuation Fund or not) who—

- (a) Retire after completion of 40 (or less if specially approved years' service; or
- (b) retire after reaching 60 years of age; or
- (c) are retired on medical grounds; or
- (d) whose services are dispensed with through no fault of their own.

Gratuity in lieu of retiring leave

All employees granted retiring leave may elect to take a gratuity in lieu of such retiring leave whether they will receive the maximum period of 131 days' retiring leave or not. The gratuity will be equivalent to the full value of the retiring leave which would have been granted had the employee not elected to take the gratuity. The amount of the gratuity is determined by taking the value of the number of days so granted at the employee's classified rate on either the employee's last day on duty or the expiry date of any leave granted to the employee, whichever is the later. A retiring employee who has previously been granted special leave as an offset against retiring leave and who elects to take a lump sum in lieu of retiring leave will receive a gratuity equal to the value of the difference between the number of days of retiring leave he would normally have been granted, less the number of days of special leave granted as an offset against the retiring leave.

Retiring leave for members who are compelled to resign on account of ill-health

Members who are not contributors to the Superannuation Fund and who have not passed their sixtieth birthday or completed forty years of service may be granted retiring leave: provided:

(a) Any such member who desires to terminate his service with the Department because of mental or bodily infirmity applies to be medically examined for the purpose of determining whether his infirmity is such as to render him permanently unable to perform any duties which may be available to him in the Department;

(b) the examination is made by the Railway Medical Officer and at the expense of the member concerned;

(c) the Railway Medical Officer is satisfied that the member's infirmity is not caused by irregular or intemperate habits and that the member examined has become permanently unable to perform any duties which may be available to him in the Department.

Resigning leave granted at discretion of General Manager

It is emphasised that resigning leave is granted at the discretion of the General Manager. Employees who may be granted resigning leave are NOT entitled to take a lump sum in lieu of resign-leave. The actual amount of resigning leave to be granted will be decided in the General Manager's office on merits of each case. Regard will be had to the following:

(i) The work and conduct of the employee, and
(ii) Any extended periods of leave of absence granted to the employee during the last five years of his service with the Department, and

(iii) Any period of annual leave which the employee may have accumulated in excess of the period (two years) permissible under the Regulations and Determinations of the General Manager, and

(iv) Any special leave that may have been granted as an offset against retiring leave.

Letters to the Editor

Sir,

In view of the long association I have had with the E.F. & C.A., it is with a sense of loss that I now tender my resignation. My family and I are moving to West Australia.

It has been a pleasure to have been involved with such an organisation and I would urge all members to get behind their branch officers, as I believe there will be a hard road ahead yet for the E.F. & C.A. and nothing worthwhile is gained that is easily obtained. I wish the Association all the best for the future.

I believe there are sufficient members in West Australia now to start a branch, so we could perhaps expect a visit from the General Secretary and President.

J. E. JEFCOATE,
Enginedriver,
Wanganui.

ASSOCIATION TO CELEBRATE 65th JUBILEE

On Saturday, October 27, 1973, when the 65th Jubilee of the Association is celebrated in the Dunedin Rugby Club pavilion it will be the third such celebration to be held in the last fifteen years.

On May 31, 1958, exactly 50 years after the founders of the Association held their inaugural meeting in the Trades Hall in Christchurch, the Canterbury Branch were hosts to a gathering of some 250 past and present members from all parts of New Zealand who had travelled to Christchurch to take part in the Golden Jubilee celebrations.

Included among the guests on this auspicious occasion were: Mr. T. A. Edwards, a member of the original 1908 organising committee and Mr. G. J. Bryce, a member of the first Grand Council. Ten past presidents of the Association were also in attendance: Messrs. R. Carroll (1920), F. J. Lewin (1927 and 1929), T. J. McCormick (1933), J. Robb (1935), A. M. Edwards (1937), A. E. Johnson (1940), C. C. Harris (1943), C. L. Hardy (1944), C. C. Couchman (1949) and S. J. Brugh (1951).

Coinciding with the Golden Jubilee a special issue of the Journal was published and this contained among many other valuable items a full list of the original members of the Association.

The success of the function held in Christchurch ensured that further celebrations were considered necessary, and in 1968, Executive Council invited the Wellington Branch to organise a 60th anniversary celebration and reunion.

A large crowd of members, ex-members and invited guests enjoyed a very successful weekend in the capital city and those who attended were unanimous in their praise of a well-organised function.

Among the former office bearers in attendance at Wellington were, the late Tom Stephenson (former general secretary), Alan Munro, Bert. Edwards and Jack Robertson.

The only criticism arising from the Wellington function was that the ten-year gap between gatherings of this nature was far too long, and many members attending considered that every five years would be an ideal time to hold a celebration and reunion.

The Dunedin Branch indicated their willingness to stage such a gathering and an invitation from Executive Council to arrange a 65th Jubilee and reunion was readily accepted.

The Jubilee committee in Dunedin has been working hard to ensure the success of the celebrations and any member who intends to travel to Dunedin can be assured that the traditional southern hospitality will certainly prevail.

Among those invited are the Minister of Railways, Hon. T. M. McGuigan, the General Manager of Railways, Mr. T. M. Small, and the Chief Mechanical Engineer, Mr. H. E. McLenaghin.

Former presidents who have already accepted invitations include Bert Edwards, Jack Robertson, Alan Munro, Jack Ryall and Les. Boswell.

The celebrations include a dinner in the Dunedin Rugby Club Pavilion, Victoria Road, St. Kilda at 1 p.m. and a dine and dance at the same venue at 7.30 p.m.

During the dinner, a scenic drive followed by afternoon tea has been arranged for the ladies who may be present.

Applications for tickets to the function should reach the organising secretary, Mr. Bob. Reid, of 118 Quarry Road, Mosgiel, before August 31. An application form is printed on the inside front cover of this issue of the journal.

STATEMENTS TO THE POLICE

The General Manager has recently re-issued an instruction to Controlling Officers regarding police perusal of statements and reports given to officers of the Railways Department by employees.

The instruction is reprinted hereunder for the benefit of members:

"Whenever reports are sent to the police with a view to prosecuting members of the public for various offences committed in connection with the railway, statements taken from Departmental employees are not to be forwarded to the police. The police should be informed of the basic facts and the names and addresses of the witnesses. The proper procedure is for the police to interview the witness they propose to call and obtain statements.

"If the police do ask to see the original or a copy of a statement given by an employee of the Department this should not be allowed unless the employee concerned gives his consent in writing."

This instruction still stands and statements and reports, or copies thereof given by employees to officers of the Department are not to be given to or even perused by the police without the prior written consent of the employee concerned.

RAILWAYS' EMPHASIS ON STAFF TRAINING DELIGHTS MINISTER

The importance of setting clear objectives towards which an organisation could strive was stressed by the Minister of Railways, Hon. T. M. McGuigan, during a recent Railways staff training course at Paparapaumu.

However, Mr. McGuigan said that it was not only necessary for top level management to set itself goals but it was also essential for everyone in the organisation to have a goal so that they could play their part in administration and management at whatever level they participated.

Staff training was important because it equipped people to participate fully in the development of the future.

Expressing his delight in the emphasis Railways' management was placing on staff training Mr. McGuigan said: "I find it quite refreshing to learn the number of courses, management and training courses, which are being conducted in the Railways at the present time."

This, he said, augured well for the future of Railways at a time when rail is facing an increasing challenge from other forms of transport.

REUNION—N.Z. RAILWAY OPERATING GROUP 2ND N.Z.E.F.

Members of the N.Z. Railway Operating Group, 2nd N.Z.E.F., are reminded of the Group re-union in Wellington on Saturday and Sunday, October 6 and 7, 1973.

Personnel attending the reunion are requested to advise the committee of their requirements at an early date. The secretary is Mr. A. J. Burton who may be contacted care of the Area Traffic Manager, N.Z. Railways, Wellington.



OFFICIAL CORRESPONDENCE FROM GENERAL MANAGER, RAILWAYS

LITTER BINS IN LOCOMOTIVE CABS

"On May 16, 1973, you wrote requesting the provision of litter bins in locomotive cabs.

As a result of a recent suggestion it has been decided to place paper bags in locomotive cabs to be used as receptacles for disposal of rubbish such as old waste, lunch scraps, old train advices, etc. It is intended that the bags be placed in the locomotive when it is being prepared and removed when it is put away. Multi-wall containers will be placed in depots at fuelling points for collection of the loaded bags.

The containers will be installed as soon as possible."

TRAVELLING TIME ON RELIEF DUTIES

"When representatives of your organisation recently met the Deputy General Manager the question of payment for travelling time when relief duties are undertaken by Te Rapa members was discussed.

You were promised that the matter would be further investigated, and the instructions would again be looked at.

This action has now been taken, however it is still considered not unreasonable to expect employees to pack or unpack in their own time. Employees normally have adequate warning that they will be required for relief and suffer no inconvenience while packing during their off duty hours. Travelling time is paid for and in most circumstances accommodation at the new headquarters can be arranged in advance.

It is agreed, however, that an employee should not, except in emergencies, be required to commence duty immediately on arrival at the new headquarters, but should have time to place his belongings at his new lodgings. Instructions have been issued to this effect.

Having regard to all the factors involved, I am still unable to agree to your request for payment of a time allowance for packing and unpacking."

SHELTERS AT TRACK TELEPHONES

"I refer to your letter 55/11 of May 17, 1973, concerning shelters at track telephones.

Other than in station yards the main use of track telephones is to enable track workers to keep in touch with Train Control. Although at some telephones which are associated with T light calling instructions, the normal use made of the telephones does not justify the considerable expense which would be involved in erecting a shelter.

However if your Association has any particular telephones in mind I would be pleased to have the position at these places investigated to see whether shelters would be an advantage."

SERVICING FACILITIES AT TAUMARUNUI AND NAPIER

"I refer to my letter of May 3, 1973, concerning locomotive servicing facilities at Taumarunui and Napier. I regret that the information in that letter concerning the present facilities at Napier was not strictly correct.

The position is that whilst there is cover over the fuel oil dispensing point this does not extend over the side of the locomotive and staff are therefore required to be exposed to the rain whilst coupling fuel hoses to locomotive tanks or when holding the coupling in railcar fuel tanks,

Also although locomotives may be driven under the sand tower there is no actual cover provided by the tower.

I am concerned at the position as now disclosed and I am arranging for the provision of a suitable cover at the fuelling point which will shelter staff whilst they are attending to locomotives and railcars. The possibility of providing a suitable cover at the sand tower is also to be investigated."

STAFF INSTRUCTOR: GREYMOUTH

"When a recent deputation from your Association met the Deputy General Manager, one of the items discussed was the appointment of a Staff Instructor at Greymouth.

The question of instructor requirements in the Mechanical Branch is still being examined and I hope to be able to let you have a decision on your representations in the near future."

USE OF GOODS TRAINS FOR MAINTENANCE WORK

"I refer to your letter of March 13 concerning the use of goods trains for the discharge of track maintenance materials in the Wanganui area.

I find that No. 511 (3.50 a.m. New Plymouth-Palmerston North goods) has been used on a few occasions by the Way and Works Branch for the discharge of fastenings or sleepers and sometimes Yf and Yd class wagons of ballast have been discharged. The use of No. 511 and other goods trains is restricted to occasions when there is insufficient material to be discharged to warrant the running of a Work Train. On the occasions that No. 511 has been employed for such discharges its timekeeping has not been unduly affected and all work has been of short duration.

Your Wanganui Branch has suggested that such work be deferred until there is sufficient available for a Work Train. I am sure you will agree that it would be a waste of resources to hold odd wagons of Way and Works materials under load and thereby keep wagons from revenue earning service. Another aspect is the possible serious effect on track maintenance requirements. Alternatively double handling of materials and the associated stockpiling until there is sufficient to make up a Work Train would result in much additional unproductive work and of course delay in the receipt of material at the job.

When it is necessary to break trains to discharge ballast this has been done within the framework of the Rules and related instructions. For example, with trains of up to 30 crossing total the loaded ballast wagons are required to be marshalled next to the locomotive. At the discharge point the ballast wagons are detached from the remainder of the train and discharged. With trains of over 30 crossing total only the locomotive, ballast wagons and plough van, where provided, are to proceed into the section. In the latter case when an Automatic Signalling or Open Section area is involved a "Block of Line" is required. In both cases the safety of the rear portion of the train is ensured by the guard applying the van and wagon handbrakes.

The use of goods trains for the discharge of wagons of track maintenance materials is a longstanding practice and provided the work can be undertaken without undue delay to schedule trains I can see no justification in incurring the expense and special arrangements necessary for the operation of Work Trains."

SEATING ARRANGEMENTS — CREWS TRAVELLING PASSENGER

"On December 18, 1972, you wrote concerning locomotive crews in the Invercargill area who are required to travel as passenger in guards vans.

Enquiries into this matter have revealed that with a re-scheduling of train services in the Invercargill area it will be possible to eliminate the passenger running between Invercargill and Gore. The proposed alterations to the services have been drawn up and forwarded to District Mechanical Engineer, Dunedin, to be considered by staff involved.

You will be advised the position immediately the necessary confirmation or otherwise of the alterations are received."

MANNING OF SHUNTING LOCOMOTIVES AT NAPIER

"In a letter dated January 16, 1973, you wrote concerning the manning of shunting locomotives at Napier. You were given an interim reply on February 14, 1973.

Investigations reveal that five shifts for the yard shunt are one-man operated and these are all on the day shift Tuesday to Saturday. The Monday day shift has been two-man operated for some time.

The remainder of the shifts, the night shifts and the late shifts are two-man operated.

The tonnage handled in the Napier shunting yard has increased but there have been no changes in the yard itself and it is considered the increase in tonnage on the day shift, which is less than on the late shifts and night shifts, is not sufficient to justify any further change in the present position.

The Napier yard is most suitable for one-man operation, the yard is on a curve and all shunters' signals are on the enginedriver's side, the locomotive is handled from the left hand side and not from the right hand side, and it is only on rare occasions that the enginedriver has to change over to the "off" side to observe signals.

When shunting up or down the back shunt and the shunters cannot be seen because of the number of wagons being handled, "Repeat" shunting indicators positioned along the back shunt are used by the shunters to relay to the enginedriver any movements required.

When moving in reverse the enginedriver has an unobstructed view through the cab windows of all fixed signals controlling the movement of the shunt, except for one signal at the north end of the yard controlling the movement of the shunt into the dock. When this signal has to be observed the enginedriver is required to move to the offside of the locomotive before moving into the dock. This is only required when shunting the north end of the yard which normally occurs only once during the shift.

The "Dsa" locomotives have operated satisfactorily with one-man operation at Napier since they were first located there and apart from the tonnage handled, conditions have not changed in the interim.

It is regretted that I am unable to agree to your request in this instance."

CLASS "Dj" LOCOMOTIVES — HEADLIGHTS

The Chief Mechanical Engineer writes as follows:—

"The class "Dj" locomotives are fitted with sealed beam headlights similar to those used on class "Da" and "Di" locomotives.

On stock usage over the past years I would estimate that the short hood units are renewed on an average of eighteen months.

It is possible that the series resistors have aged resulting in a drop in voltage across the lamps, although checks carried out in 1971 agreed with the specified voltage.

I am requesting that further checks be made and if these reveal deterioration steps will be taken to reset the voltages to specification and institute a continuing check."

FRANKTON YARD CONDITIONS

"Enquiries have confirmed that surface water can build up over rail level in Frankton yard. There is no doubt that the complaints made by the Frankton Branch E.F.C.A. are

justified, but to date there has not been any recorded damage to locomotives because of this water entering traction motors. Resident Engineer, Hamilton, is aware of the problem and is taking steps to overcome it.

The matter is also being referred to Chief Civil Engineer so that any action required to expedite improvements can be taken.

Your members can rest assured that they will not be blamed if damage to traction motors results because it is necessary to move locomotives at slow speed through water."

MAIN TRUNK MEMORIES CREATE WIDE INTEREST

When I attended the Canterbury Branch's annual super-annuitants' meeting in Christchurch last December, I was pleased to meet Mr. Thom Masterson, a former member who told me that he was expecting to have a book published during the year.

The book "Mountain Enginemem" was released recently and has created a considerable amount of interest.

The author's style is simple and straightforward and the direct narrative method of relating his experiences will appeal to many locomotive men and former footplate crew members who will recall some of the incidents which Mr. Masterson describes, while certainly chords of memory will be stirred by his account of such events as wood collecting parties at Ohakune in the 1930's.

Tom Masterson had spent several years in his younger days working on the North Island Main Trunk, being stationed in Ohakune during most of his spell as a "Trunker".

His experiences after leaving a job in the Millerton mining area to join the Railways Department as a cleaner at Ohakune Junction in 1925 would have made a deep impression on him and it is not surprising that a considerable portion of the book deals with life from a footplate man's viewpoint in the days when "X" class locomotives represented the main motive power in the North Island.

Reminiscing on his days as a cleaner, Tom Masterson recalls that in addition to the greasy and oily materials which the cleaners were handling, the banked fires from the locomotives created smoke and soot, all of which did not escape through roof flues, the residue settling upon the lads below.

Tubs of coal required to be filled for incoming locomotives, many of which demanded three or four tons of coal—smoke-boxes and ashpans were cleaned regardless of rain, hail or snow; and as Mr. Masterson states, there was plenty of the latter in Ohakune's winter.

The author suggests that they were either a hardy or a simple breed for there were no overalls, overcoats, gumboots or leggings provided, no wet time, no dirt money and, he believed from memory, no night rate payments either.

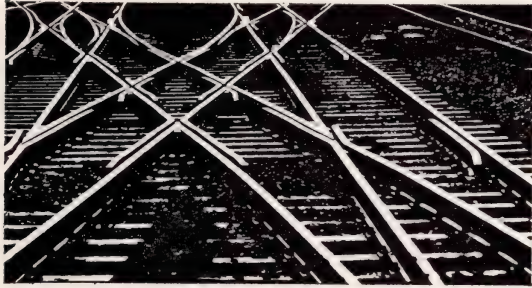
If he was still cleaning after December 1931, this would have been correct, as the Government of the day did in fact abolish cleaners' night rate payments at that time and their restoration was not effected until April 1937.

Although the Main Trunk figures largely in the book, a section is devoted to working on the Rimutaka Incline with Fell locomotives and many former Cross Creek dwellers will find this section intensely interesting.

Many of the characters referred to in the book have had their identities thinly disguised and those who knew them would have little difficulty in relating to such names as "Weipi" my Maori cobbler" at Cross Creek; "Laurie S." a Wellington enginedriver", a very fine chap, a most knowledgeable enginedriver who was also one of our Grand Councillors in the E.F.C.A., or "Jack H." who spent his leisure hours on the Main Trunk swotting up the rules and regulations and gloried in receiving "please explains" for carrying out the rules which he knew so well.

Many locomotive men have expressed the opinion that a book could be written on characters, anecdotes and life in general in the locomotive running branch of the N.Z. Railways and Mr. Masterson's effort is well worthy of a place among any which may follow.

Our copy is from Collins Publishers in Auckland and the book is on sale at \$5.20 per copy.



AROUND THE BRANCHES

AUCKLAND

Well, the main topics of conversation at the moment are, of course, the medical scheme and the new mileage bonus offer.

Firstly, having read the circular put out by the Association, it is obvious that the medical scheme *must* be the most ambitious and best deal ever offered to our members and congratulations and thanks must go to our national officers for having negotiated such a sound and rewarding scheme on our behalf. Anyone not joining must be considered foolhardy. All comments heard so far have been very favourable and most members now appear to have a more relaxed view regarding what may happen to them if they are unfortunate enough to fail the medical examination.

No fault can be found on any point in the circular and this is to be commended. There is also an incentive there for younger members and this can only do good, insofar as encouraging locomotive assistants to sit their examinations as soon as possible, so as to take part in the scheme.

After all, the nature of our job nowadays places great stress on our members and it is gratifying to know that there is security if things do go wrong.

Secondly, the mileage bonus offer: a special meeting was held on Sunday July 15 to consider the proposal. We in Auckland may be taken to task by sister branches all over the country, because of our attitude to the present offer, but we are in a slightly different position here compared to other depots. We are all in favour of every depot participating in the mileage bonus and cannot blame other branches for supporting the offer when they have been gaining nothing before. From our point of view, however, we must have every class of locomotive here except "Dj's" while most other branches only run one or two classes of locomotive thereby making it easier to calculate times. We fail to understand why times differ so greatly between classes such as "Da" and "Dx" when they are running over the same length of track with their respective full loads and the maximum allowable speeds of trains and distance run are identical. Also on the north line, it is hard to understand why "Db", "Di" and "Dg" class of locomotives are allowed less time than "Da's" when everyone knows this is impossible—especially with "Dg's".

Our members have calculated the variations between the two schemes and there appears to be a drop in mileage bonus payments with a consequent drop in earnings which left members with a lot of food for thought. However, a resolution was taken to give members the opportunity to study the offer in greater detail and if the anomalies are ironed out we feel sure that the scheme could be successful. I could go on with a lot more details to give examples of where the losses occur but this would take up a great deal of space and actually no good purpose would be served by this here. We have invited our General Secretary up to discuss the matter with us and look forward to getting more information on the offer and putting our problems to him.

At our June meeting the election of officers took place and we have new officers filling most of the top positions in the branch. Neil Carey was elected chairman, and Alan McKibbin is our new branch secretary, filling the place vacated by Barney Moore who has been secretary for quite a number of years. We would like to take this opportunity of thanking you most sincerely, Barney, for the tremendous

amount of work and time you have put in on our behalf. We hope that you can now enjoy a lot more leisure time with your wife and family and that you will get time to swing the old golf clubs a bit more. No doubt Mrs. Barney will be pleased by your decision to have a spell!

We extend a welcome to the new officers. We hope that things go smoothly for you and rest assured that we will give you our continued support.

A nasty accident happened recently to Dave Blair, one of our servicing fitters. Dave was called out to the yard when a locomotive required attention. The locomotive was eventually taken off the train and when it was proceeding into the depot Dave had the unpleasant experience of stepping off and impaling himself on a points lever. A most painful accident and we extend our sympathy and our hope for a quick recovery.

While on the subject of accidents, Gerry Peake had the misfortune to be involved in a fatal accident at Sylvia Park not long ago. It never ceases to amaze us that there are not more fatalities at suburban stations when we see the manner in which people take risks by using the railway as a main thoroughfare in the suburban area up here. Our members get quite perturbed at the close calls they have and nerves are shattered after some trips. One particular trip comes to mind and this is running Nos. 47/40 between Auckland and Waitakere. When approaching Ranui on No. 47 there are usually large numbers of very small children running across the track on their way home from school. These children are so small that one never knows what they will do next and we never see an adult there to guide them safely across the track or, preferably, to take them the proper way home via the protected road crossing.

While working up in this direction we have seen a machine which is doing wonders: this is a scrub-cutting machine and it is certainly making a vast improvement on each side of the track. It is an ordinary tractor with a hydraulic attachment which can cut up and down banks and along the flat. The north line was getting into a terrible state with overgrowth, and we are very pleased something is being done about it at last. We hope that these machines are a regular thing and that tracksides are kept clear in the future.

A member was telling me of an experience he had just recently while running a night goods train from Te Rapa to Westfield. He was stopped at Mercer while a ganger inspected the track ahead, as the preceding train had apparently been dragging a bond-chain (a common occurrence in these parts). As there was a slight blow at the engine brake valve, he decided to walk the length of his train (120 total) and see if he could find the leak. He was flabbergasted to find six leaks which he was able to correct, numerous slot-protectors undone, plus several handbrakes down. He is still wondering if his train was in this condition before he left Te Rapa or if it just happened that way as he journeyed non-stop to Mercer.

Another aspect we are convinced about is that the old signalling system at Horotiu and Ngaruawahia was better than the present arrangement. We are still getting continually signal checked at these places when there are no opposing movements and nothing seems to be done about it. To have to make unnecessary brake application on very long trains is just too much and members would appreciate some co-operation in this direction.

While on the subject of moans, there is one more item that I would like to mention and that is the amount of material left about the track after work has been carried out. It may be alright out in the country, but in the town areas it is just not on, as this provides a store of obstructions to be placed across the tracks. It is not uncommon to have sleepers placed across the rails and bits and pieces in frogs, etc. I suppose that this is classed as an occupational hazard.

A warning to the person or persons responsible for removing the wash-basin, plugs and light bulbs in our amenity block. Do not let our janitor, Bill Sheilds, catch you or you will cop it. Bill has renewed the plugs several times and is getting pretty mad about it. He has put out a plug for every basin one day and by the next day half of them are gone. So, how about it, you blokes, play the game and give Bill and the rest of us a fair go. Surely, you can afford a plug and a light bulb yourself now and again.

A well-known identity from around the depot passed away recently and his cheery smiling face will be missed. He was quietly spoken, not too persuasive, had a great personality and was generally well-liked around here. I refer, of course, to our local Government Life Insurance agent, Bill Saunders. To his sorrowing wife and family we extend our sincere sympathy.

The fifth annual locomotive ball was held again at the Manhatten on June 15, 1973. This, I believe, was again a great success although I did hear that you will have to do something about that music, Robbie. Also, when Leo and his mate, Vic., were seen busy carrying in guitars, amplifiers and stétsons, etc., some people believed they had been practising C. & W. songs on their way to Te Rapa and were to entertain us with the finale, but it was not to be as they were helping local artist, John Goddair. Some of our Te Rapa friends were in attendance again, although I am told that old Bill did not make it this time and Gordon, Jack and Peter had his share of the "goodies" and now know why they had not got enough at previous balls. Another old friend was there from Palmerston North. Welcome back, Fred, it was good to see you again. We hope that all our visitors enjoyed themselves, it was our pleasure to have you.

We have lost another couple of locomotive assistants. This time Charlie Tua has resigned and Johnson Brown has transferred to Napier. All the best to you both. The other J. Brown we have here is still flat out training for the Mr. New Zealand contest and can be seen—and heard—running down the evils of drinking and eating the wrong foods. Rumour has it that wedding bells will be the story soon so that Jack can get a decent feed again.

Examination results are out and I believe that congratulations are in order for Phil Wagener and Laurie Robertson who gained full passes and to Bill Baker, Phil Hopkins and Jim Murphy partial passes. All the best to you chaps, we hope that you do not have to wait too long to get on the right-hand side.

STOP PRESS: Late results of the Westfield Loco Darts Club annual trophy competition were just handed in. The winner of the Lion Trophy was Jack Goodison and runner-up was Nev. Neilson. The Cyril Richardson Memorial Trophy for ladies was won by Mrs. Nola Collins, runner-up was Mrs. Joan Neilson. Jack Goodison was heard to remark that there was not much competition there although Trevor Kemp is supposed to have given Neville a fright.

The club informs me that the night was a success, but they would really like to see quite a few more turn up as a most enjoyable evening is always organised by Mr. and Mrs. McKibbin at the club rooms. How about it, you spear throwers, sharpen them up and turn out for the next club activity.

That is all, so "cheerio" from Auckland.

CANTERBURY

At long last we now have our new fuel bay in operation.

These new facilities have been the subject of negotiations for many years but it seems that negotiations on the subject were only seriously considered by the Department when branch members placed a ban on using the old facilities.

To enable the contractors to build the new structure, the old facilities were temporarily re-located, but unfortunately

many temporary facilities have a habit of becoming permanent, and our fuel bay shelter was to be no exception.

The structure was completed before last Christmas and it took five and a half months to complete the final fitting out for fuel, sand, oil, etc.

With the approaching winter months, members were becoming fed-up with the conditions under which they were expected to work, while a building costing in the vicinity of \$25,000 served no other purpose than to give a few sparrows shelter from the weather.

In an effort to have the fuel bay fully operational, another ban was imposed on the use of the temporary fuelling facilities last April. The branch also requested that a position of supervisor be made available at the new fuel bay, the member to be chosen from the ranks of the Association in line with the policy which has been adopted at several other depots where a position such as this is available for members who are restricted from footplate duties for medical reasons.

Local administrative officers requested that the branch hold its proposed action in abeyance for a further two weeks, as it was believed that the matter could be settled within this time. The request was duly granted and when a settlement was not forthcoming in the ensuing six weeks, the ban on fuelling locomotives was implemented.

As the mainline locomotives were able to be fuelled at Oamaru in the south and Kaikoura in the north, several days went by before there was any effect on running trains in the immediate area.

The crunch finally came when our shunting locomotives ran out of fuel and work in the yards came to a standstill and this duly affected running trains into and out of Christchurch.

At this stage of the proceedings our National President, Mr. Winter, was available in Christchurch to confer with branch officers.

At about this time, the fuel hoses were quickly changed over to the new fuel bay and in the minds of some officials this made it fully operational despite the fact that the fuel pipe had to be turned on and off at a point about a chain away from the new building. Lubricating oil was not available, some sand supplies were wet, and several features had to be altered for safety reasons.

Two enginedrivers who were acting under instructions issued by the branch were suspended for failing to carry out refuelling operations despite the fact that branch officials had not been notified that fuel was available at the new bay. At this juncture, a meeting was called and a decision made to stop work and call a meeting for the following day.

Among the matters which were commented on were that the members under suspension had not been given the opportunity to have a branch official present when the notices were issued, even though several were available in the depot at the time and the suspension notices were issued while negotiations were still in progress.

After day-long negotiations it appeared on the following day that an impasse had been reached. However, during the early evening, the branch agreed to return to work when the suspensions were lifted and the fuel bay became fully operational while the matter of the fuel bay supervisor would be handed over to a special meeting of the Grand Council.

The branch was told that it would take electricians a further four hours to have the fuel bay fully operational and as the electricians started work at 6.30 a.m. on the Saturday morning, it was hoped to have trains running again by about midday.

However, several problems were encountered and the fuel bay was not declared fully operational until 11 a.m. on the Sunday morning.

In the course of the dispute, a misunderstanding occurred regarding the position of a member of the N.U.R. who previously handled fuel supplies. Because of this, news reporters gained the impression that the N.U.R. and our Association were at loggerheads as to which organisation should man the new installation.

This was not the case, and our members see no reason why the present yardman's position should be abolished, as recent notices were posted advertising for additional yard staff and the entire matter concerning the fuel bay supervisor should be settled in the near future.

The actual stoppage began at 3 p.m. on the Thursday and work was resumed at 11 a.m. on the Sunday. This stoppage has probably broken a record in the recent history of industrial relations between our Association and the Department.

May I assure all members of the Association that the Canterbury branch members appreciate a good employer-employee relationship, but by the same token we will not stand idly by and watch our working conditions be down-trodden by shortsighted policies.

Congratulations are extended to all members who were successful in the recent examinations, and to those who were not so fortunate, get those books out and try again.

A travel agency has chartered trains to Arthurs Pass again this year. These trains are very popular with the public at this time of the year. Apparently, there is a restriction on the number of carriages available for such excursion trains despite the fact that the carriages previously used on the Port line have become derelict in various out of the way sidings.

Until next time, be good to yourselves.

FRANKTON

The annual election of officers has taken place with the major change in branch officials being the installation of a new secretary. After four years of faithful service to the branch Jack Spence has given up the reins and Malcolm Smeaton has stepped into the position. Jack has given the Branch outstanding service during his term in office. He gave unselfishly of his time to further the causes of his workmates and deserves a rest. Thanks for a job well done, Jack, you will now be able to make full use of those golf clubs. The job has been left in capable hands and Malcolm will be able to carry on where Jack left off.

Mr Rowling's first budget has been presented and the provisions of tax concessions for shift work and overtime could be of great benefit to locomotive men. High taxation rates on overtime and penalty payments have been a deterrent to people who would otherwise have had no objection to working longer hours to obtain a greater benefit to themselves and to boost productivity which in the long run is of the utmost benefit to the government and the country.

Under the present system it is very frustrating to give up one's leisure time on a weekend to find that approximately half of the double rate payment for working on a Sunday is going back in tax. Under the old setup, the people who by the nature of their occupations had their family and social lives disrupted, were heavily taxed on the extra money earned in compensation. The new tax concessions should go a long way to right the injustices that shift workers and people forced to work compulsory overtime have been subjected to over the years.

The new Minister of Railways has outlined the role which he apparently expects the Railways to play under a Labour Government. The emphasis appears to shift from a purely business-like operation to the necessity to operate socially essential services, irrespective of profit. We hope that freight operations at least, are allowed to remain competitive. The propaganda regarding a national shipping line and coastal tug and barge services makes it appear that other transport operators are trying to obtain a slice of Railways' long haulage business which has built up over the years through efficient operation and modernisation. One can see some interesting tussles emerging between the Ministers of Transport and Railways. It is also stated to be Labour's policy to upgrade and restore provincial services. The Taumarunui-Auckland service could be restored tomorrow simply by utilising the railcar that stands over in Taumarunui all day. Previously, this car ran the service to Auckland and back but to keep mileage down this leg of the Auckland-New Plymouth service was replaced by an express bus service. While the railcar was very heavily patronised one can observe the bus leaving Te Kuiti with half a dozen passengers.

In addition to this, there were services in the Northland and Bay of Plenty and one wonders if they will ever be restored. When it comes to passenger services the Auckland district is certainly the cinderella district of the country, apart from the trunk route they are non-existent. We hope that Mr. McGuigan has had a look at the north of the country.

The long promised new station at Frankton seems to be as far away as ever. There was a flurry of activity before the last election to get the building under way. The site was

pre-loaded with sand to allow it to consolidate prior to construction and that is as far as the project has got. However, another election is due in two years time so we could see construction commence in about twenty months' time. Meanwhile, the old edifice continues to rot away. When it is finally vacated it will not require to be pulled down, it will just collapse.

One would have thought that a recent incident resulting in the Silver Star glamour express parting company with the locomotives would have brought about improvements in erecting speed boards and compiling speed restriction train advices. The number of speed boards erected and applying for specified periods only and the number of train advices issued in the Auckland area indicates that little if anything has been done. It would be difficult to describe the mannerisms of locomotives not to mention the apprehension of the crews involved when an express train passes over an area which is being re-sleepered or re-laid and the information on the train advice indicated that the restriction applies only during daylight hours.

Certainly in the case which I quoted, there must have been considerable vertical movement to enable a coupling to be lowered sufficiently to bring about the incident.

Surely, it is not necessary to wait until a calamity occurs before appropriate precautions are taken.

The manner in which speed restriction train advices were issued one week recently can only lead to confusion and further mistakes. A train advice was issued on the Tuesday evening with an operative time of 8 a.m. on the Thursday. A further train advice was issued on the Thursday evening, operative forthwith and cancelling the one issued in the morning. In between all this, two separate telegraphed train advices were issued and on both occasions our office received one handwritten copy only.

The train advice indicates to the enginedriver the location of the speed restriction but the positioning of the speed boards are a positive identification of the speed restriction and are of more importance. When speed boards remain erected on speed restrictions, but do not apply at specific times, the importance is being wrongfully and unsafely placed on the train advice. Until Way and Works staff are made to remove or, at the very least, cover up speed boards during the periods they are not required, further mistakes will be possible.

By the time that these notes appear, three of our enginedrivers, Keith Cullen, Dave Simpson and Kevin Ward will be well and truly embarked on an overseas trip.

It appears that they are taking a look at South Africa, Britain and the U.S.A. We hope you have a pleasant journey, chaps. I know a lot of members here who would love to carry your bags for you. Only one thing may be wrong, Dave, I do not think that Ian Smith will give you one of his Garratts and if he does, your luggage allowance just is not that generous. I also believe that the above-mentioned trio might bump into Westfield's Russell Everest somewhere in Britain. Watch out boys, Russ will have the lay of the land by then and you could get educated in Soho! Best of luck in your travels, chaps, we will certainly look forward to hearing all about it.

Well, that is it, chaps until next time. Cheerio.

DUNEDIN

We have just had a visit from the General Secretary during the course of which he explained the conditions associated with compulsory medical examinations.

It was an informative meeting; some very intelligent questions were asked and Mr. File answered them admirably. The interest shown in this scheme proved that it holds some real benefits for our members, and I believe that it does. Initially it does not benefit all of us but, after passing enginedriver's examinations, we are automatically covered. It is, I can assure you a far better proposition than any of the insurance policies I possess.

One of our scribes up north had a wee bit to say on women locomotive assistants and my imagination began to work overtime when I read the suggestion. As an example, a bloke could end up firing for the missus and may have all his children called after outback sidings. The Department could put a stop to this by issuing chastity belts when staff booked on—and I doubt that they would open with a No. 100 key.

Some of our members have had a go at examinations down here just lately—I hope the results are pleasing all round. One chap had a dose of influenza on the morning of the sitting and had to retire, but do not despair, Mike, keep at it and have another go next sitting. My money would be on you at any time.

Our new depot is progressing favourably, the contractor is taking full advantage of our near-drought conditions and getting all of the underground work done. Another job that has got away to a good start is the new bridge at Allenton, the contractor there has the advantage of the Taieri river at the lowest level that I have ever seen.

My heart was filled with joy the other day when I saw a whole bus load of track workers repairing joints in our goods yard and I believe that they even renewed a road or two during weekends. I only hope that they will not stop until the entire yard has been completed. I also hope that it will be maintained in that condition. Maintenance should only be minimal once the work is completed.

Some of those responsible for this work should take a ride in our Hunsets. They will not need to be carrying anything as both hands will be needed to hang on. It is amazing that some of our members have not been hurt more often.

The noise level in these monstrosities should be re-checked as I am sure that some would be found to be over the safety level, as there is such a vast difference between some engines.

Among the main problems are, floorboards which have been removed for repairs and have not been re-sealed in the proper manner and, in addition to this, holes between engine compartments and cabs should receive attention.

I feel that I must mention the sliding windows on our "Dj" class locomotives as they are the most draughty windows I have ever encountered. If a little effort was put into the problem I am sure it could be solved in no time. One considers that there is a lot to be desired when sitting right beside these windows with the top, back and bottom edges allowing cold air in, and a gap of approximately one-eighth of an inch from the front edge of the sliding window through which a draught hits your legs as well as a draught from holes at the base of the brake pedestal. When this combination of circumstances occurs on a frosty night the footwarmer is about as useful as a candle in a fridge. Having to sit in a modern cab dressed like an Eskimo makes one wonder if some of our conditions have really improved. I hope that it will not be necessary to mention these windows again.

Several of our superannuitants have been taking their leave from this world lately, including Arthur Scott, our grand old man from loco. and Ted Robertson. We also received word recently that Mrs. Harry Johnston passed away. To their bereaved families we offer our deepest sympathy and we feel very sorry that our old-timers will not be with us at the Jubilee.

The Jubilee committee is working hard to make the function a success, so support those raffles, chaps, and get your tickets early as time is running out. By leaving it until later, it means that more work is to be done when things get thick and you will have no worries about getting your money's worth, believe me. Some of the yarns spun at this show will be well worth hearing.

An ice-skating special held here on a recent weekend was a complete success. I believe that it was packed out: the ice was great and the weather was superb.

Still more new locomotive trainees keep appearing around the depot and they seem to be a good type of lad. I take this opportunity to wish them all the best for their future with us.

Obituary

Following a short period in hospital, Mr. G. T. (Tom) King, passed away on April 15. After joining the job in 1938 and shortly after his promotion to fireman he transferred to Otira returning to Dunedin fifteen years later as an engine-driver in 1956. While in Otira, Tom was a keen member of the volunteer fire brigade and the badminton club; he was also interested in social affairs. A keen footballer in his younger days he maintained an avid interest in the sport. Tom was a member of the Buffalo Lodge and a life member of the Dunedin Working Men's Club. He is survived by his wife and family to whom the members of the Dunedin Locomotive Running Branch extend their sincere condolences.

WELLINGTON

Firstly I must apologise for the lack of Branch Notes from this district in the last issue of this Journal. However, upon reading that Journal it would seem several correspondents have also missed out.

A change of Government has instilled a considerable amount of life into local train services. It has been mooted that two suburban services in each peak hour are to run to Paraparaumu. These services initially will be three-coach units drawn by a diesel electric locomotive between Paekakariki and Paraparaumu, with a long term objective being the extension of the overhead wire. Rumour also has it that a previously axed railcar service—Wellington to Woodville and return—is to be reinstated, along with a new early workers' train (or railcar) from Masterton to Wellington.

One matter on which I cannot agree however, is a Minister's statement regarding amalgamation of unions. When we joined this job of ours, we were under the impression that we had to belong to one of the four railway unions. No doubt the Chief Industrial Officer would be more than happy if he had only four unions to deal with, but to-day he also has seamen, cooks and stewards, ships' officers, engineers, engineroom greasers to name just a few. If our Minister of Railways can amalgamate that lot then he surely is a "miracle man".

The numbers being carried on the prestige services seems to be building up quite steadily—the Silver Fern railcar being an outstanding success. However, if the occurrence reported to me of the case where a Uk wagon was coupled to the rear of the "Endeavour" express occurs with any frequency we can say farewell to "prestige services". The above occurred at Woodville, and it was ironical that on the day in question none other than our President, Mr. Winter, was travelling on this train, and on being asked if the "Southerner" totted wagons along behind, he assured us that this had certainly not occurred in the "deep south".

Departmental reasoning is certainly hard to follow. Just a couple of days later it became necessary to send a red Fiat railcar to New Plymouth, so arrangements were made for this car to be coupled to the Blue Streak railcar. Then on the day concerned, instructions were suddenly received to the effect that red cars were not to be coupled to the prestige Blue Streak. So much for economy—it was then necessary for a driver to be booked on to run this railcar up empty to New Plymouth.

It would appear that a sure way of obtaining a day-shift job is to be Wellington Branch Secretary. As you all know our previous Secretary is now carrying on just as efficiently in our Head Office. Mr. Tom James, who took Dick's place, also proved to be very able in this exacting job. But alas, Tom has now obtained the Resuscitation Officer's position, which was open to all Railway personnel. Tom, we wish you all the best of luck, and to Mrs. James our commiserations during the weeks Tom is tripping around the country. This of course has meant another new face to fill the vacancy, and once again we seem to have "struck oil" in Colin Christenson. Colin has already shown enthusiasm and ability and I would ask all members to support his efforts.

In conclusion, congratulations are extended to all the officers of our union who have patiently negotiated the insurance and related medical scheme. For some it has come too late. In this depot alone, over the past eight months, three engine-drivers, each with over twenty-seven years service, have been removed from road duties because of health and eyesight reasons. It seems that one or two drivers are having second thoughts about the \$10,000 death cover. Their statements are as follows: "It seems I'm worth more dead than alive—so I'm going to wash the pots and do the cooking during the next few months of my service!!"

With that thought I will say cheerio from Wellington.

TAURANGA

Last June we were favoured with a visit from our General Secretary, Bill File, and our district Councillor, Jack Davies; and I would say that this was one of the best meetings which has been held here for some time. It was certainly the longest on record—many of us did not get home until half past four.

Some of the members of the Kawerau branch attended and Bill brought us up-to-date on Association affairs in a very informative address.

Refreshments were made available after the meeting, some of which was provided free of charge as a "shout" from Dennis Wells who wished us to celebrate with him on the occasion of obtaining his enginedriver's ticket. Thank you, Dennis—a very nice gesture.

A meal of wedding breakfast dimensions was prepared and provided by our popular chairman, Merv. Walton. Thank you, Merv., I know that this food was very much appreciated by us all and in particular by those members who travelled long distances to attend. (As one of those who travelled some distance to attend the meeting, I would like to add my sincere appreciation of the thoughtfulness of those members who provided the food and refreshments.)

[The correspondent did not state whether the last to get home made it by 4.30 p.m. or 4.30 a.m. When I left, the situation appeared to be right for a good old-fashioned type of party.—Ed.]

Our annual general meeting was more disappointing and the attendance was not so good. Our former branch secretary stood down from office and Don Hamilton was elected to the position. However, we are not losing George Riley's valuable services as he has agreed to carry on in the role of assistant secretary for the coming year, until Don gets into his stride.

By the time that these notes are in print, some of us will have had our medical examinations and on the whole, as enginedrivers, we are a good hardy breed (we have to be). I do not think that many will fail the test. We are all in favour of the insurance scheme which protects us in every way, with a little nest egg when we retire.

The proposed mileage scheme meets with our approval and we hope that this will be instituted as soon as possible.

The turntable at the Mount has been in use for some time and we must congratulate the men who built the well and did the installation on a job well done. It is a pleasure to turn a locomotive on this table. The turntable in our depot has recently had an overhaul and the approaching track relaid.

At last, our new lockers have been installed, and the lunch-room has had a coat of paint. It is now up to us all to keep the place as tidy as possible by putting cigarette butts in the ashtrays and waste paper in the tin. The idea is—"in it, not at it". A little bit of extra effort would be appreciated by our janitor.

A car park has been formed adjacent to the oil road and while it is in a rough state at present and is a little on the small side, it will serve us all provided that all cars are parked diagonally on either side.

The ballast cleaning unit recently ran independently, as a train from Paeroa South to Kawerau and back, and although enginedrivers were booked to pilot this unit many of us feel that it is our job to drive this machine. I cannot see why it is necessary to have a ganger, two electricians and a fitter in attendance, when all that is required is an enginedriver and a fitter as a crew.

We realise that these are expensive and specialised machines but all that is required is for a few enginedrivers in each area to be certified to handle this heavy track equipment.

Many of us have sent our overall issue back to the trust store again this year, the most common complaints being, poorly manufactured, ill-fitting garments, and the caps two sizes too small.

I previously mentioned Dennis' examination success and we also congratulate Mack Cassidy on gaining his enginedriver's ticket.

Sandy Sandilands is doing a good job as coach of the football team, and by beating Kawerau, they have so far retained the Beamsley trophy. The netball team was also successful. On a recent visit to Te Kuiti our team was beaten 24 to 22 in what, I am told, was a terrific game.

As I am on the early "Kairau" in the morning this will be all for now—keep the best foot forward.

INVERCARGILL

Greetings again from the south.

By now you will have received your tax rebate or will have given the Inland Revenue Department a little more of your hard-earned cash. You will also have found out what so-and-so has earned for the year and had a good moan about it.

A number of members attended the last examination sitting and from what I can gather they all passed. Our congratulations are extended to the successful candidates, they will be pleased that the time spent swotting was not wasted.

At long last the Bluff engine shed roller door has been repaired and is again in working order. The crews must notice the difference in temperature while working inside the shed. I am prepared to bet that if it had been an office door it would have been repaired straight away.

Track telephones come in for a share of criticism. We all know that they are used for communication and are really a very important part of railway equipment, so why are they placed up banks, over water tables, down tanks, in wayside station buildings and goods sheds, etc.? A number of these telephones which are attached to telegraph poles are on uneven ground with long grass growing around them. Between Waipahi and Wairuna on the main line there is one behind a cutting with a large patch of dead broom in front of it. Surely, they could be placed on white painted posts nearer to the railway track.

It is easy to envisage a member requiring assistance in the event of a breakdown during night hours, by-passing a telephone without even knowing that it was there.

Tonnage is increasing in the South. The Minister of Railways recently announced that 500,000 more tons have been carried than in the same period twelve months ago. This increase in tonnage could not have come from the Tuatapere branch as tonnage from the branch has fallen off considerably over the last year or two. Tuatapere is a sawmilling town and timber must be carried by road transport as there are very few wagons of timber being moved by rail. I sometimes wonder if there would be any point in the Department selling cartage warrants on a similar basis to the passenger travel warrants which have been advertised recently. Who knows, the branch might boom with tonnage should a scheme of this type be introduced.

In my last notes I mentioned the fact that the engine shed at Invercargill had two old pot-belly stoves for heating the shed. When they are in operation on very cold days, they throw out the heat all right but it is like trying to heat a room with a candle. Our oil-fired central heating plant is well under way and should be in operation before these notes go to print—this even confounding the forebodings of most of us who thought that this would be in the ninety-nine year plan. The shed has also been repainted recently and as the outside of the shed is painted white and the doors grey, there is a slight trap built into the system as, during the night hours, one obtains the illusion that they are open. The same colour scheme has been used on the inside of the shed and to complete the job, the same colour was given to our lunch-room. There seems to be a lack of imagination when jobs of this nature are being carried out and the end result provides an institutional-type of atmosphere.

We have been told that we will not be getting any of the central heating vented into our lunch- or wash-rooms. I suppose that this is an economy measure, as this oil-fired unit uses about four and a half gallons in an hour and as there are two of them it appears that they will be shut off at the weekends and this would mean that the lunch- and wash-rooms would be without heating.

In the meantime, our electric heaters will burn-up the power even although there is a power shortage and in any case they do not keep the room very warm when it is cold.

Water still lies on the lunch-room floor when it rains and if conditions do not improve, we will be making an application for a gumboot allowance down here in the south. The latest information is that the rain is getting in through the windowsills—there is only one more supposition left and that is that the roof leaks and we are hoping that the experts are right this time.

The weatherman has changed his mind about our quota of rain down here. By all accounts, since my last notes, he has sent it up north where it can remain as far as we are concerned.

Our recent spell of sunny weather has been greatly appreciated even although we have experienced some heavy frosts in the mornings.

We extend our deepest sympathies to members who have lost relatives during the past few months.

One of our members entered into the mid-winter swim festival and has qualified as a member of the Icebreakers Club. Some unkind people claim that he only entered because of the rum issue and the free pies and soup which are provided after being in the water.

The Kingston "Flyer" crews have had a group photograph taken and I understand that a copy has been forwarded to the Editor.

The photograph of the Kingston "Flyer" train is going to be featured on the front cover of our Invercargill and District telephone directory. I would have hoped that they had used a better shot of the train than one with wagons coupled to the rear.

A new locomotive trainee started with us but only remained for a week. He could not have been greatly impressed with the job.

One of our locomotive assistants from Bluff transferred up north—I am not certain of the depot to which he transferred. [Taumarunui.—Ed.]

Lindsay is a very quiet spoken chap and most of us did not know that he was going until after he had left. The Bluff locomotives will not look the same now that Lindsay is not there to give them a clean-up. The Invercargill branch wishes you all the best in your new depot, Lindsay.

Kerry James, another of our locomotive assistants has departed from the railways scene. He obtained his enginedriver's ticket and then left us to everybody's surprise. I understand that Kerry decided to emigrate to Australia and is after a job driving one of the iron-ore trains over there. The branch here wishes him the best of luck in his new surroundings.

That is all the news I can muster up from the south, so, I had better finish off. Bye for now, until next time.

TAUMARUNUI

Greetings, from the fog and frosts. Earlier in the month our weather did its best to satisfy our farmer friends and now it is doing its darndest to make the skiers and any Eskimos in our midst happy.

The cold certainly makes itself felt during the night when it whistles through the literally hundreds of gaps in our "Da" cabs. The "draught strips" on the doors and windows seem to be exactly that; let in as much draught as possible, and repeated bookings in the repair books do not seem to result in much improvement.

We now have a new scribe, so these are my first notes and I have been asked to record the apologies from our old scribe for the non-appearance of notes in the last Journal. Apparently, by the time corrections had been made, the Journal had arrived. I am informed that Bill and Dick are pretty good at correcting the notes though.

Attendance at meetings here has shown a marked improvement of late. However, there are still plenty of seats, and because the decisions made at the meetings affect us all, it would be a good idea to make the effort. We have had a change of secretary this year; so, I would like to take this opportunity to thank the past secretary, Barry, for a job well done and diligently carried out and to welcome to the seat John, (Pudd.) Kerr, and wish him the best for the future.

Very little progress seems to be made on our fuelling point. However, a start has been made and, anyway, it will be summer soon so—enough said.

The tracks are becoming overgrown with the prolific growth of blackberries, etc., and although the gangs are cutting it back in places, it is no fun having to fight one's way back to change a hose.

We would like to welcome newcomers, L. Reeves and S. Johnson, from the South Island. It seems we now have more immigrants in our midst than locals and we may soon have to cut the cable that keeps that other island from floating away.

We lost locomotive assistant Ron Bryant to the north and Jim Daynes has left us for pastures new. We wish Jim and his family all the best for the future.

Sport still goes on here, with our local footballers doing their thing.

By the time that these notes appear, the second of the Cascade Cup games will have been played resulting (we hope) in a second victory for our team which will put them into

the final. Golfers seem to be having a mixed bag of luck and we even had a player at the big Railway tournament in Wellington and although he did not "wanna bloody talk about it" our hero thoroughly enjoyed himself.

STOP PRESS: There are two new first-graders, Terry Cadogan and Kelvin Williams; and also two second-graders, John Kirby and Jim Cooke. Congratulations to you and to those who gained parts of their tickets. To those who missed, just try and try again and success will be yours.

Having rambled quite enough, I will sign off now, from Taumarunui.

PUBLIC RESPONSE TO NEW TRAIN SERVICES

Following a recent journey on the Silver Star express train, the Minister of Railways, Hon. T. M. McGuigan, said he was taking every possible opportunity to sample the Department's new services, and to see for himself how they were attracting the public.

"It has been very pleasing and encouraging," he said, "to note how the public has responded to the new and upgraded trains. The Silver Fern railcars for example, that I had the pleasure of inaugurating on the daytime run between Wellington and Auckland just before Christmas, have been carrying twice as many passengers as the older cars they replaced."

"The new Silver Fern railcars are much larger than the Blue Streak railcars formerly used on the Main Trunk, and they run twice as frequently, yet they return the same excellent load factor of better than 70 per cent. This is a gratifying result when it is realised that 596 seats a week are now available compared with only 240 on the old thrice-weekly Blue Streak service."

Mr. McGuigan added that transfer of the 80-seat Blue Streak railcars to the Wellington-New Plymouth route has also produced a significant response.

"Clearly," he said, "the public appreciates the better standard of service, and the new capacity of 480 seats a week each way, compared with 312 seats a week with the smaller cars previously in use, is most welcome."

"Already within just a few months of the changeover in December, the average loadings on the Taranaki Blue Streak railcars are more than 30 per cent. higher than on the old railcars during the corresponding months last year."

The new Endeavour express train introduced between Wellington and Napier last November has also attracted good loadings and appreciative comment. During the first five months this year it has achieved an average load factor of 60 per cent.; this is regarded as very satisfactory, especially when it is recalled that the minimum capacity of the Endeavour is 136 seats compared with 88 seats on the railcar it replaced.

"I am also pleased to note improved loadings on the overnight Silver Star expresses between Wellington and Auckland," the Minister said. "Patronage over the first five months of 1973 has risen to an average of 60 per cent. of capacity, representing nearly 100 passengers per trip, compared with 50 per cent. during the corresponding months in 1972."

"The Southerner express trains between Christchurch and Invercargill, in service since 1970, have maintained their popularity with average monthly loadings ranging between 60 and 80 per cent. of capacity."

Mr. McGuigan said he was pleased to note the pride that members of the staff took in their new trains. Undoubtedly there was new life in the railways, a new spirit that would be reflected in better service to the community.

"It will be my policy," he said, "to try to bring all NZR inter-city services up to a comparable standard. Railways design staff are now working on plans for the upgrading of equipment, as recently announced, for a new Northerner service to replace the ordinary expresses on the Wellington-Auckland route, and I am keen to develop plans as soon as possible for the upgrading of services and replacement of equipment on other routes where worn-out railcars are still in use."

"Major overhaul of passenger cars for essential suburban train services is also an urgent priority for our railway workshops, for which there will clearly be no shortage of work for a long time to come."

New Wage Schedule

Figures resulting from the April 1973 Survey of Ruling Rates have been released and a schedule showing the new wage rates for members is set out below.

It is emphasised that this information has not yet been the subject of a Determination from the Department and there may be a short delay before an official Determination is issued.

The new rates are based on a movement of 9.6 per cent. above the wage scales paid at October 15, 1972, before the interim cost of living payment of 4.2 per cent. was applied and this is deducted from the total amounts.

The increases shown are retrospective to October 26, 1972. The movement has increased the "average tradesmen's rate" by 8.7 cents per hour from 169.1 cents per hour to 177.8 cents per hour and to preserve our "bench-mark" figure of 14.4 per cent. above that rate, the first-year enginedriver's wage is increased by 10.0 cents. per hour. The percental application of the movement increases the grade special 1 enginedriver's rate by 11.2 cents per hour.

The tables show the rates of pay for members applicable from October 15, 1972, October 26, 1972 and the new rate together with the amount of the increase.

Enginedrivers	Grade	Rate as at 15.10.71	Rate as at 26.10.72	New Rate	Increase
Enginedrivers (with Engine-drivers' First Class Certificate)	Sp. 1	208.7c	217.5c	228.7c	11.2c
	Sp. 2	205.7	214.3	225.4	11.1
Fifth year		200.4	208.8	219.6	10.8
Fourth year		196.0	204.2	214.8	10.6
	1				
Third year		193.4	201.5	212.0	10.5
Second year		190.8	198.8	209.1	10.3
First year		188.2	196.1	206.3	10.2
Enginedrivers (with Engine-drivers' Second Class Certificate)					
Sixth year		187.1	195.0	205.1	10.1
First three years	2	185.6	193.4	203.4	10.0
Locomotive Assistants					
Locomotive Assistants (with Enginedrivers' Certificate)	(b)	172.7	180.0	189.3	9.3
	(c)	168.6	175.7	184.8	9.1
Third year		153.0	159.4	166.8	7.4
Second year		148.4	154.6	161.3	6.7
First year		139.7	145.6	151.0	5.4
Locomotive Trainees					
2nd year adult service		132.8	138.4	142.8	4.4
1st year adult service		132.4	138.0	142.4	4.4
20 years of age		132.4	138.0	142.4	4.4
19 years of age		101.0	116.7	120.4	3.7
18 years of age		93.0	101.4	104.6	3.2
17 years of age		86.1	86.2	88.9	2.7

NEW ZEALAND RAILWAY RUGBY FOOTBALL COUNCIL

"The Annual General Meeting of the New Zealand Railway Rugby Football Council was held in Wellington on 25 May 1973. Delegates from nine affiliated Unions together with members of the Executive were present. Mr Small, General Manager, was unable, because of prior commitments, to attend the Meeting and the gathering was addressed by Mr. Dempsey, Deputy General Manager.

Mr Dempsey, in extending a welcome to Delegates, said that it was Management's intention to assist all Railway Sports Organisations in every way possible but unfortunately there were limitations to the extent of assistance which could be provided. Mr. Dempsey said it is realised that it is through Sports organisations, such as "Rugby" that social contact is made between Railwaymen and women and this resulted in better staff relations at all levels. In conclusion Mr. Dempsey expressed the wish that the deliberations of the Meeting would be fruitful and that Railway Rugby would continue to go from strength to strength.

The following officers of Council were elected for 1973: Patron, Hon. T. M. McGuigan; president, Mr. T. M. Small; chairman, Mr. W. J. Watkins; deputy chairman, Mr. J. Fraser; hon. secretary, Mr. B. M. Webb; hon. treasurer, Mr. F. H. Heveltdt; executive, Messrs. C. Bowmar, W. P. Edwards, B. N. Groufsky, G. J. Walsh, R. E. Williams.

LINK WITH JOURNAL HISTORY SEVERED

As the copy for this issue goes to print, Mr. H. M. Murphy, of Hutcheson, Bowman and Stewart will cast a critical eye on our Journal material for the last time.

Harry Murphy retires from the position of Assistant Factory Manager after having worked for Messrs. Hutcheson, Bowman and Stewart over a period spanning approximately forty-five years and has seen copy from literally hundreds of Branch correspondents, New Year messages from eighteen national presidents and has been associated with all four general secretaries of the Association.

Harry's span of service with the firm covers almost the entire period during which the Journal has been printed by "Hutchesons", the first occasion being the February 1923 issue. During that time he has organised the printing of wage scales ranging from the gloomy times of wage cuts during depression years, overlooked photographs and news stories of all major railway disasters and witnessed the changing railway scene from the time of small steam locomotives to the "Dx" class in use today.

The Journal has depicted all of these changes and none should be better informed on them than the man who has helped to print the publication for so long. Harry Murphy's special style and his ability to express himself fluently and succinctly when things go wrong have endeared him to successive Journal editors and we take pleasure in using this opportunity to express our very best wishes for a long, happy and well-earned retirement.

The Kingston Flyer Team



Back Row (left to right): Locomotive Assistants G. W. Mortimore and W. D. Hoey; Locomotive Supervisor, J. F. Burrows; Enginedrivers B. Cox and J. D. McLister.

Front Row (left to right): Enginedrivers J. L. Goodman, W. H. N. Haselmore, R. M. Glendenning; Locomotive Trainee R. E. Tree; Locomotive Assistant A.D. Moore.

EXECUTIVE COUNCIL DISCUSSIONS WITH MANAGEMENT

A Request for Further Appointments of Locomotive Assistants to Enginedrivers

MR. WINTER said that the lack of appointments of locomotive assistants to enginedrivers had caused the Association some concern. The present position had been anticipated for some time and was attributable to the depression when appointments of new staff were very few and far between. Now, 40 years later, the position caused by the depression was becoming intolerable. The Association was very much aware of the decline in established positions within the Mechanical Branch. From their figures in 1970 there were approximately 1046 positions whereas at the present time there were roughly 1007. Not only was the appointment rate declining as a result of fewer retirements but it also appeared that staff who were appointed were getting their appointments later in their service. The Association somehow wanted to get around these problems and to retain the appointment rate to at least its present level.

MR. ROGERS said that the situation was as stated by Mr. Winter and the Association's membership was concerned

at the lack of appointments from locomotive assistants to enginedriver. One situation that caused the membership concern was where locomotive assistants had been reviewed and told that they had been recommended for appointment to enginedriver; the men then waited for their appointments to come through but often nothing further happened. In a lot of cases they waited for up to two years.

MR. DEMPSEY said that the situation to which the Association referred was not peculiar to the locomotive running staff. It was not unusual for people in other branches to hold recommendations for some years before they got the opportunity to take advantage of it. There were a number of reasons which prevented them from taking advantage of their recommendations such as date of engagement or possibly date of birth. The position was certainly different to what it was 10 years ago when the Railways were a lot less sophisticated. Staff had dropped in most branches over the last 10 years or so. He had had responsibility 10 years ago for workshops staffed by something like 5100. The same establishment today was staffed by about 3600. The Association would appreciate that the Department could not go on promoting locomotive assistants to enginedrivers because such appointments had to be related to requirements. To put it bluntly the Department could not just appoint people in order to improve

New Life for Steam Locomotive

The locomotive, J 1211, has been fired up by Joe Smith, Locomotive Assistant, of the Wellington Branch of the E.F. & C.A., who starts work early in the morning and keeps "steam up" until required in the evenings.

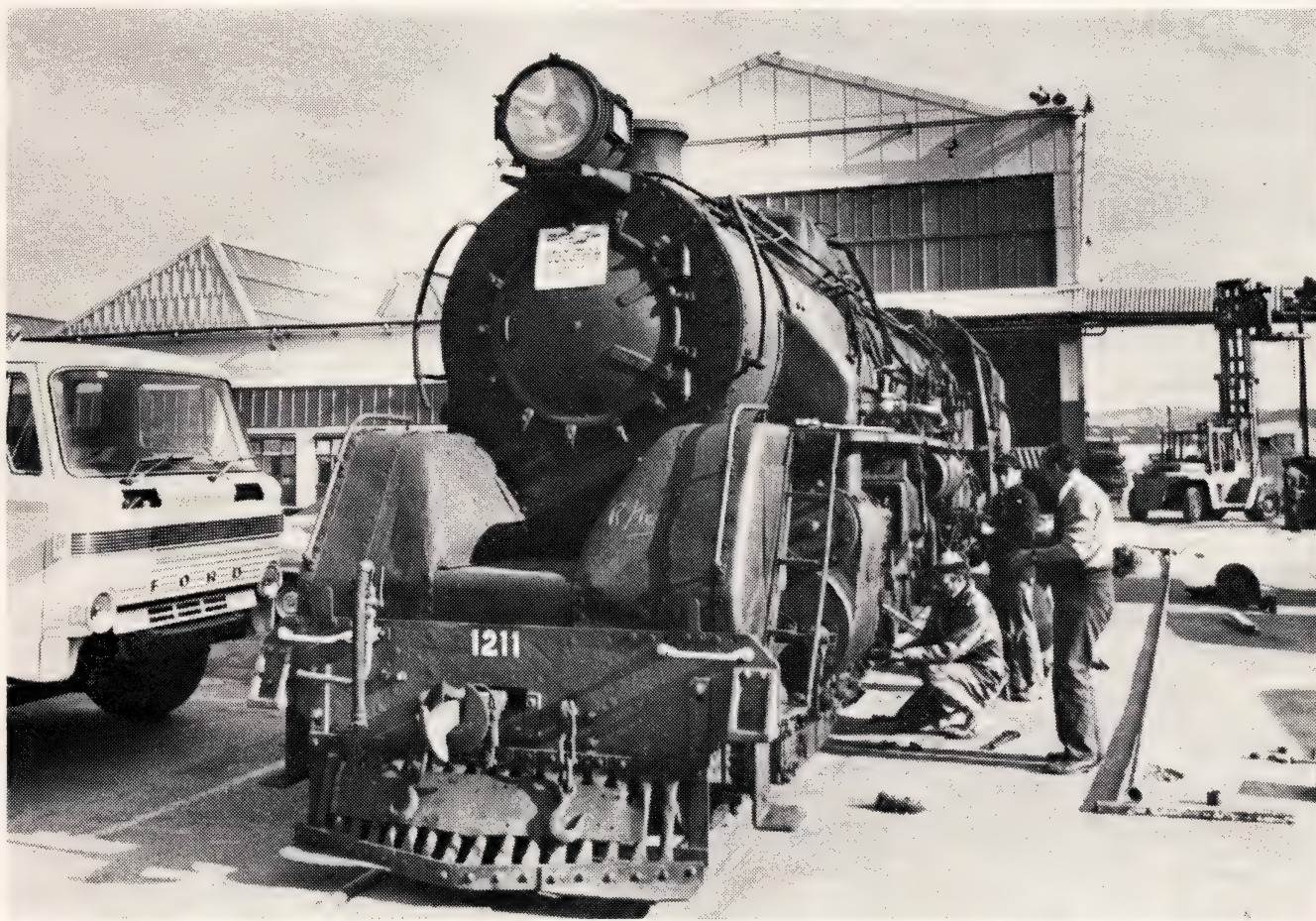
Joe was "leased" to the company from the Railways Department to keep the engine at full steam.

The locomotive is owned by a Wellington railway preservation society "Steam Incorporated" which, besides owning 1211 also owns J 1234 and Ka 942.

The locomotives are eventually going to a steam railway museum being built at Paekakariki.

Later this year, the two "J's" will haul a special excursion

train to their new home at Paekakariki, where the locomotives will be overhauled and all the worn parts replaced and gradually, over the next few years, a pair of rejuvenated fresh-looking locomotives will emerge. The society plans to utilise the hireage charge on the boilers of its three engines. It is hoped that this will only be another chapter in the lives of these locomotives and that they will continue to offer pleasure and excitement to many thousands for many years to come—if the railway changes its present policy of not allowing private steam locomotives on the N.Z. Railways for excursions.



Engineers at the Ford Motor Assembly plant, Seaview, connect pipes to the retired J class steam locomotive, the loco. was producing steam for the factory after one of its boilers failed.

their careers. The number and types of positions was governed by the size and scale of the operations of the Department. He could appreciate the feelings of the people who were affected by that kind of thing at some time.

MR. JARVIS said that there was one point that struck him as being rather peculiar and that was, although there was a shortage of traffic staff, shunters were still being appointed as guards. There was no possibility of those men being taken out of the goods yards but nevertheless they were still receiving their guards' appointments.

MR. DEMPSEY replied that that was a point he could not comment on at that moment.

MR. ADAMSON said that the number of appointments to

be made in respect of shunters to guards was decided in exactly the same way as in the case of locomotive assistants to enginedrivers. In both cases appointments were made on the basis of requirements and just as it was possible for locomotive assistants to be appointed as enginedrivers in areas where there were no enginedriver vacancies, it was also possible for shunters to be appointed as guards. As vacancies arose in other areas those men appointed were transferred into those vacancies.

MR. WINTER said that there were many side effects to the issue. They had the position where there were large numbers of appointed men who were actually performing locomotive assistants work. That of course had been brought

about in the way already explained by Mr. Adamson but the driving positions were nevertheless declining in numbers and that had been going on for a number of years. The Association anticipated that that decline in authorised positions would continue for some years yet, and members could see that despite the position which could possibly arise in 1976 when retirements start taking place there would be no opportunity for advanced work for some years to come. There was another issue also and that was with the declining number of locomotive running staff, promotion of enginedrivers to the grade Special 1 positions was also affected. That had been a bone of contention for a number of years. Obviously if the total locomotive running staff establishment dropped then the 20 per cent must decline proportionately. With regard to Mr. Dempsey's comments regarding the decline in staff in the workshops he thought it fair to say that at least tradesmen could get other jobs and go into other positions more readily than the Association's members. Tradesmen could resign from the Department yet still pursue their chosen occupations.

MR. DEMPSEY said that as he had previously stated, he appreciated the feelings of the men concerned. He said that the problem arose because of two reasons; firstly there was the changing nature and pattern of the Department's activities and secondly because of the lack of recruitment during the depression years followed by the accelerated recruitment programme from about 1935 onwards.

MR. WINTER asked if there was any specific reason for the decline in staff establishment since 1970. The Association could not see any dramatic changes over those two years in the Department's operations yet it seemed to be those years that the large decline had taken place.

MR. FILE said that the figure had dropped from 1056 positions as at March 31 1970 to 1007 positions as at October 1972. Whether the Department chose to like it or not the fact was that the men did look upon the railways as their careers and it concerned them to see their authorised staff establishment steadily declining. He thought that the introduction of "Dx" locomotives would have an impact on train requirements and would obviously result in the authorised staff being reduced still further. The Association felt that the figure would be considerably less than 1000 in the near future and some staff were concerned that instead of becoming better off when retirements started taking place in 1976, they would be worse off. It looked as though locomotive running staff were a steadily vanishing race and they did not know where the decline would end. He thought the Department had proposals to introduce a further 15 "Dx" locomotives. That made the total 30 and if that was correct the men would be in an even worse position. They considered the drop in staff requirements to be an effect of dieselisation and they wanted the Department to face up to the problem and promote some men even though they were not needed at that particular time.

MR. ROGERS said that if there was not some planned campaign at that stage to overcome the problem brought about by the recruitment policy of 1930-36 then the position was likely to recur at some future time. They thought that a little planning and a little foresight at that stage would eliminate a future headache.

MR. DEMPSEY said that the Department was very concerned about what was going to happen in the future. He had a feeling however that the staffing situation was not going to continually worsen from the Association's point of view and he felt increasingly certain that the Department was going to expand.

MR. FILE said that the Association had difficulty assuring its members of that. Their members felt that although the Department may be expanding the pattern of that expansion did not help their positions. An example of that was the dieselisation of the Department which seemed to help everyone except the men who were actually driving the trains. The Association had raised that very point in conciliation meetings and had also used it as an argument in support of its claim for additional payment based on horsepower. Those claims at the Tribunal were hotly disputed by the Department but nevertheless the figures made sense and the Association was sure that the promotional prospects for its members were steadily getting worse. That was one of the costs the Department would have to accept as a direct result of dieselisation

and if that was not done the men as time went on would realise that there was no longer any future in the Department and would resign.

MR. DEMPSEY said that he did not anticipate that situation arising. He thought however that a valid point was the one made by Mr. Rogers that care had to be taken to ensure that the problem did not recur in the future. He felt that the present problem would work itself out but it was only by maintaining proper recruitment policies that the problem could be guarded against in the future. He did not know that any major restrictions had been placed on people who were desirous of making the Department a career. He did not know what the best solution to the problem was but he would certainly have a close look at the item with particular reference to the authorised positions situation and try to give the Association a projection. He did not mean a projection based on guess work but one based on a proper investigation into the matter. He would make that information available to the Association.

MR. FILE asked whether Mr. Watkins expected the staff authorisation figures to increase.

MR. WATKINS said that he thought that some of the loss of staff over the last couple of years had been attributable to the reduction in railcar services and also to the cutting of some branch lines. Railcar services had been cut, particularly on the West Coast for instance and staff requirements had dropped accordingly. At the present time however the Department was substantially increasing staff on the North line between Picton and Christchurch. They were building up staff at Picton and also at Kaikoura and extra trains north which were generated by the rail ferries. They were expecting more staff would be required at Kawerau after Christmas because an increase in traffic was expected on the Murupara-Kawerau line. He personally felt that staff requirements were going to increase rather than decrease and that the present figure was not a good indication of future requirements.

MR. FILE said that he would like to know how such a projection could be arrived at because although more staff were required at Kawerau and Picton the Department automatically required less staff at Invercargill and Dunedin. By the same token when container shipping became more fully developed less staff would be required in places such as Gisborne, Napier and New Plymouth because container trains would be handled at Wellington. Furthermore with dieselisation and consequently larger trains, fewer trains would be needed and accordingly less locomotive running men would be needed to run them. It fascinated him to hear that the Department could anticipate an increase in staff when at Picton there was more staff than had ever been stationed there before yet at the same time there had been a decline in overall authorised staff positions. The staff authorisation had dropped 49 in two years and it looked as though it had to drop more rather than increase.

MR. DEMPSEY said that if the Association's argument was valid the Department could go on increasing power at the head of the trains and provided that wagon stock draw gear was capable of coping with the additional power the downward trend in staff requirements would continue. However there were limitations on the amount of horsepower that could be used and a very important consideration was the design of wagon stock.

MR. HOPE asked if the staff establishment figures were computed twice yearly or whether they remained constant.

MR. DEMPSEY said that the staff establishment figures were usually based on short term projection; normally about 12 months. The figures were meant to be sufficient to meet requirements within the foreseeable future.

MR. WINTER said that Mr. Watkins had earlier made the point that the Department was going to have additional staff at Picton, Kaikoura and Kawerau. Surely those additional staff requirements were merely going to be offset by the fact that less staff were required in the areas where the railcar services had been cancelled and also where branch lines had been closed. The reasons advanced by Mr. Watkins did not explain why staff establishment had dropped by 49 over the previous two years notwithstanding that the effect of the introduction of the "Dx" locomotives had not been felt.

MR. DEMPSEY said that he felt the matter was self-explanatory. The actual number of authorised enginedrivers positions had declined. Branch lines were being closed and some services had been cancelled and as a result staff surpluses occurred in some areas. He thought it was logical to utilise those members who were surplus to requirements in areas where there was expansion. If the Department wanted to continue to maintain the standard of services they had to do that.

MR. WINTER said that he was aware that the Department had a certain number of appointed enginedrivers who were not carrying out enginedrivers' work. He appreciated that that was the way the system worked but the point that he wanted to make was that although extra staff may be required in the Christchurch-Picton area he was sure that in his own depot there would be sufficient appointed enginedrivers who were not performing enginedriver's duties to meet that requirement. The point he was trying to make was that you met the increased staff requirement at areas where there was expansion by transferring the staff from other depots. That had no effect on the overall staff authorisation.

MR. DEMPSEY said that it would have an effect on the overall staff establishment. Once the redistribution of staff was completed and requirements were met in the various areas where expansion was taking place the staff establishment would increase. It was also possible for the area on which the Association was talking about to have even better prospects from the Railways point of view. That could be brought about by a system of regional development which was a political aspect of the matter. Before they finished with a particular item he would get the Department's experts to make a projection into the future to determine what the situation would be and he would make that information available to the Association.

EDWARD, WHO TOLD LIES AND WAS FOUND OUT

By John Grant, M.P.

The poem was first printed by the Labour Weekly and is reprinted from The A.S.L.E.F. Locomotive Journal.

Now Edward told such dreadful lies
It made one gasp and stretch one's eyes;
But housewives who, from early youth,
Had kept a strict regard for truth,
Attempted to believe our Ted
And saw as honest, all he said.
He told them: "At a stroke, you'll see,
All prices will come down for me."
They swallowed Edward's naughty story
And all popped out and voted Tory.
In Glasgow, Islington and Bow
With courage high and hearts a-glow
They gave our Edward full support
And blessed him every time they bought,
Yet slowly, as the months rolled by
Those ladies could be heard to sigh,
That prices he said he'd cut,
Were leaping, pounding, bouncing up.
But Edward, a resourceful lad,
Assured them they had not been had.
The culprits, he was quick to name,
Were Unions who must take the blame.
And since they wouldn't make a pact,
He introduced a Standstill Act,
A deprivation just and wise
To Punish all who sought a rise.
Once more the housewife's hopes all soared.
As stable prices were assured.
It was our hero's master stroke
And, in his bath, he'd lay and soak

And sail his little model yacht
And think of all the votes he'd got.
His shoulders shook and made a wave,
That housewives' friend—awful knave.
And gradually the truth came out,
The standstill wasn't hard to flout.
While pay was frozen, prices rose.
For Ted there was no other pose.
He could adopt. He was quite bare,
He'd tricked and dodged tried every scare.
His final try: "They'll go no higher."
The only answer: "You're a liar."
And every housewife told her neighbour
Come out with me and vote for Labour.

TRANSFERS

Name	From	To
T. E. Baird	Whangarei	Auckland
R. G. Boyer	Springfield	Kawerau
R. J. Bryant	Taumarunui	Whangarei
G. M. Cate	Whangarei	Auckland
K. B. Heal	Palmerston North	New Plymouth
S. H. Johnson	Springfield	Taumarunui
G. Leitch	Dunedin	Oamaru
M. Mason	Taihape	Wellington
W. J. Murdoch	Timaru	Kaikoura
C. M. Pongia	Greymouth	Kawerau
C. Rahui	Whangarei	Auckland
J. E. Ray	Frankton	Canterbury
L. D. Reeves	Invercargill	Taumarunui
A. R. Rewiti	Palmerston North	Wanganui
J. C. Rumbal	New Plymouth	Palmerston North
G. Sammons	Whangarei	Auckland
O. D. Smith	Canterbury	Frankton
G. R. Stokes	Kaikoura	Wellington
T. B. Te Namu	Whangarei	Auckland
B. L. Watson	Palmerston North	New Plymouth
P. M. Ward	Whangarei	Auckland
K. R. Williams	Frankton	Taumarunui

Forty Years Ago

Extracts from the August 1933 issue of the Locomotive Engineers' Journal.

From the Editorials

The last meeting of Grand Council decided that the time had arrived when some definite move should be made towards a restoration of the wages and conditions of locomotive men and that the Association should concentrate on these most important questions.

We have now received from the Board its replies to the

representations made and to say the least they are most disappointing.

Not a crumb has fallen from the Board's table and the whole position is most unsatisfactory.

The official year book issued by the Government Statistician states that "The Railways in New Zealand has never been regarded, or run, as a profit-making concern. Even if practicable, there is little doubt that such a policy would not meet with the approval of the public, nor would it bring about any material improvement in the condition of affairs as a whole. The Railways have contributed in a great measure towards bringing the Dominion to its present state of productiveness, have given practical assistance in the development of the country, and have encouraged local industry," and it might have been added, at the expense of the employees.

Perhaps a quotation by that great Railway administrator, the late Sir Henry Thornton, would be appropriate here. "From a somewhat varied experience," he said, "I have an abiding faith in the good sense of the railway employee and if at times he has been provoked to action which has excited complaint from others, there has generally been a reason for it. In the course of my whole Railway experience I have not personally come in contact with any set of men or their organisation which pursue an unreasonable policy. Success will be achieved in Railway management through faithful, enthusiastic and efficient efforts of the men we employ."

The chairman of the Railway Board, in discussing the results of the year's operations, is reported as saying that "These results have been achieved only by the well-directed, systematic and relentless pursuit of every means of economy."

Once again the One Big Union endeavour to raise its cumbersome head and in the minds of its promoters or supporters no unity can exist amongst workers in an industry or among the various organisations unless all are swallowed up in a One Big Union. The fact that the One Big Union in the Railway service failed miserably to cater satisfactorily for sections of its members in the past is conveniently lost sight of (or perhaps the promoters of the O.B.U. are ignorant of the fact!) and this dismal failure of the past so far as locomotive men are concerned is now hoisted up as the salvation for the future.

"Safety in numbers" is no motto for a live organisation even in times of depression. Depressed conditions gave birth to the E.F.C.A. Depression cannot kill it. Its members are made of sterner stuff. The ancient idea that amalgamation of the One Big Union means unity is a pure myth. Experience again has been the best teacher and has taught otherwise.

From Articles

Comment by a passenger that the railway engines do not look as spick and span as they did in former years was referred to Mr. H. H. Sterling, Chairman of the Railways Board, at Auckland. "I am afraid that so far as general appearance is concerned the passenger is correct, but he can rest assured that all the moving parts of engine are as clean as ever they had been," Mr. Sterling said. "We must look after these to ensure perfect running, but when it comes to non-essentials financial considerations must rule, and the fact is that we have not as much money as we would like to spend on cleaning. Very substantial savings have been made through the curtailment of cleaning."

In the year 1888 a Locomotive Association which had been formed in Auckland, decided to join up with an Amalgamated Association which was being formed for railwaymen in New Zealand at that time. This step proved a disastrous one for, from the year 1888 to the year 1908—20 years of amalgamation—wages dropped: enginedrivers from 100 per cent. over the basic wage to 56 per cent. over the basic wage; firemen from 38 per cent. to 18 per cent. over the basic wage, while cleaners' wages dropped 206d. all round in the year 1897. Briefly, engineers dropped 46 per cent. in the purchasing power of their wages, firemen 20 per cent. and cleaners 7 per cent. on their maximum wage, and their minimum was the same as existed in the year 1888.

It was decided that the time had arrived when the Association should publish a journal in order to keep all members posted with its progress and the true trend of events. On January 17, 1910 therefore, the *Loco. Record* made its first appearance, a journal consisting of twelve pages. Needless to say the main articles referred to the fight for recognition

and the case before the Railway Committee. Within a few months another petition had been presented to Parliament and further evidence was given in support of recognition. Before the year was over, the *Loco. Record* was able to proclaim, "Recognition at last", so that after 2½ years of organisation and battling for recognition, success had been achieved and a recognised union for locomotive men was established. The year 1910, therefore, was a memorable year in the history of the Association and one never to be forgotten. Christchurch Branch, upon which the spade work of the formation of the organisation had fallen, held a banquet in celebration, as well it might.

From the Branches

Wellington

We now have a staff on the bridge, all of whom are young men and it behoves all members of the crew to give them that enthusiastic assistance which is their due. Let us make this coming year one on which we can look in future, as indicating the commencement of our upward climb from the shadows in the valleys. There has been a tendency in the past for some of us to turn and rend those who were sincerely endeavouring to assist us in our trials and difficulties. This is a peculiar trait of human nature, but it is evident that a saner view is now prevailing and men are realising that the strength of our leaders is but a reflection of the strength of our ranks, and that if we fail them in their hour of need, as many of us have assuredly done, then we ourselves are to blame for the results. Let us turn our thoughts inward for a while and in the clear light of self-criticism decide whether we are not more blameworthy than those who we are sometimes apt to so unjustly condemn.

Paekakariki

Most members here have now read the General Secretary's report of deputation to the management in regard to increased wages etc., and we hope that those members see in that report a complete answer to their question and we hope that they will now ask themselves the question, what are they doing to back up the claims put forward at that interview? We hope that every member will take a fresh interest in union matters, thereby proving their appreciation of the able manner in which the General Secretary and Councillors prepared their case and presented same to the Management.

Paeroa

Our engines have also been receiving a little more attention and we can go underneath without that feeling of a trail of oil down between your coat collar and your neck when you have finished oiling; and to look at the wheels and boiler, well, it puts one in mind of the good old days.

Helensville

Members are well satisfied with the good case put to the Board recently and hope some justice to Loco. men will eventuate. It is high time the public were made aware of the fact that a first-class driver's wages are only six shillings above a labourer's wage, and that acting-drivers were doing full-time driving and being paid cleaner's pay. The Department's attitude in making appointments in hundreds in the First Division and not making a single appointment in the Second Division of the Locomotive Department is in our opinion grossly unfair, and we hope they will see their way clear in the near future to rectify this glaring injustice.

Palmerston North

At our last monthly meeting, the attendance was far from encouraging to the few who still get along and spend two hours a month to uphold unionism, while the sluggards sleep on quite indifferent to the danger menacing their rights, yet these critics of unionism are never backward in running down the work of those who carry them along.

Ohakune

We have always been asking for more cleaning to be done to our engines owing to the filthy state of them, due to excessive pooling, but the General Manager states that his investigations into the cleaning of engines at this depot shows that it compares favourably with that done in other centres,

but such I may state, is not the case, and to further aggravate the position we understand that a large number of cleaners are to be transferred to the Workshops, owing to the Loco. Branch being overstaffed. It is not overstaffed in the cleaning

department. Maybe we could get a loan of some of the lads out of the station offices who run in one office and out of another with a handful of paper. To see them dashing around puts one in mind of a paperchase.

SEPARATIONS

Name	Designation	From	
T. M. Coburn	Locomotive Trainee	Palmerston North	Resigned
P. H. Crombie	Enginedriver	Wellington	Resigned
J. R. Daynes	Enginedriver	Taumarunui	Resigned
D. Fitzpatrick	Enginedriver	New Plymouth	Resigned
A. G. Halkett	Locomotive Trainee	Canterbury	Resigned
F. R. Harman	Enginedriver	Wellington	Resigned
E. T. James	Enginedriver	Wellington	Promoted
K. H. James	Locomotive Assistant	Invercargill	Resigned
D. J. Kidd	Locomotive Trainee	Frankton	Resigned
G. T. King	Enginedriver	Dunedin	Deceased
R. T. Mills	Locomotive Trainee	Frankton	Deceased
D. V. C. Murphy	Enginedriver	Canterbury	Resigned
W. L. R. Peters	Enginedriver	Stratford	N.U.R.
P. W. Roberts	Enginedriver	Dunedin	Retired
J. G. Somerville	Enginedriver	Canterbury	Resigned
L. D. Stopford	Locomotive Trainee	Palmerston North	Resigned
J. M. Tui	Locomotive Assistant	New Plymouth	Resigned
S. T. Walmsley	Locomotive Assistant	New Plymouth	Resigned
W. E. Woods	Enginedriver	Springfield	Resigned
P. J. B. Youngman	Locomotive Trainee	Greymouth	Resigned

W.E.A. — TRADE UNION POSTAL EDUCATION SERVICE, P.O. BOX 12-114, WELLINGTON NORTH

APPLICATION FORM FOR ENROLMENT (TO BE FORWARDED THROUGH BRANCH SECRETARY OF UNION)

Name:

Address:

Course:

Trade Union or Association:

Branch of Union:

Remittance Attached: As financial member of AFFILIATED UNION: 50 cents

Signed: Date:

Endorsement of Membership: I certify that the applicant named above is a FULLY PAID-UP member of the Union.

Date: Signed: Branch Secretary

Postal Address of Union:

